NACOmatic

Effective: 23-Sep-2010 Expires: 21-Oct-2010



Warranty

availability, applicability and/or correctness of any of the information in this document. The official, original NACO documents are available for your downloading pleasure

I make absolutely no warranty nor guarantee whatsoever about the accuracy,

Copyright

treaties.

This compilation is protected by US copyright laws and international copyright

from: http://naco.faa.gov/index.asp?xml=naco/onlineproducts

Limitations

prohibited.

The sale, hosting and/or distribution of this document in any and all forms, is

Release from Liability

All users of this compilation must agree to be legally bound hereby, that Douglas R.

Ranz ("Released Party") SHALL NOT BE LIABLE FOR MY DEATH OR INJURY TO MY PERSON, OR FOR ANY LOSS FOR DAMAGE TO MY PROPERTY OR REPUTATION caused

in any manner whatsoever, whether attributable to the negligence of the Released Party, or for any other reason, occurring during the time that I am operating an aircraft.

I do hereby waive any right of action against the Released Party from any and all causes or claims that I may have against them from the beginning of time. I further agree not to sue on any such cause or claim. This agreement shall not release

liability for gross negligence or willful misconduct of the Released Party. I agree to indemnify and hold the Released Party harmless for any losses, judgments, damages

or fees he may incur, including but not limited to attorneys fees, arising out any lawsuit related to the planning, flight and/or enforcement of or legal challenge to this agreement. It is my intention that this agreement be interpreted and enforced to the maximum extent allowed by Michigan law.

| Kindle | -DX Inc | lex | ; by-AptID | | | | Use | "Menu", | then | "Goto | Page |
|-----------|---------------|-----|------------|----|----|---|-----|---------|------|-------|------|
| MO Min | Δ1+ #3 | _ | 5 | LR | ΣΥ | _ | 159 | | | | |
| MO Min | | | 10 | LX | | _ | 290 | | | | |
| MO Min | | _ | 11 | MO | | _ | 81 | | | | |
| 110 11111 | 10#3 1H0 | _ | 455 | M1 | | _ | 35 | | | | |
| | 1MO | _ | 357 | ME | | _ | 147 | | | | |
| | 2H2 | _ | 28 | MA | | _ | 311 | | | | |
| | 3EX | _ | 115 | ME | | _ | 330 | | | | |
| | 3GV | _ | 149 | MC | | _ | 192 | | | | |
| | 35Q | _ | 426 | MH | | _ | 318 | | | | |
| | 4K3 | _ | 305 | MK | | _ | 232 | | | | |
| | 6M6 | _ | 341 | MN | | _ | 359 | | | | |
| | 8WC | _ | 388 | MC | | _ | 547 | | | | |
| | 94K | _ | 85 | MC | | _ | 54 | | | | |
| | AIZ | _ | 186 | MY | | _ | 325 | | | | |
| | AOV | - | 31 | NV | | - | 365 | | | | |
| | BBG | - | 47 | PI | | - | 381 | | | | |
| | BUM | - | 57 | PC | | - | 384 | | | | |
| | CGI | - | 71 | RC | | - | 563 | | | | |
| | CHQ | - | 88 | SE | | - | 428 | | | | |
| | CHT | - | 90 | SG | F | - | 412 | | | | |
| | COU | - | 97 | SI | K | - | 407 | | | | |
| | DMO | - | 402 | SI | | - | 431 | | | | |
| | DXE | - | 111 | SI | 'L | - | 460 | | | | |
| | EIW | - | 369 | su | | - | 526 | | | | |
| | EOS | - | 361 | SZ | | - | 271 | | | | |
| | EVU | - | 322 | TE | | - | 125 | | | | |
| | EZZ | - | 67 | TK | | - | 258 | | | | |
| | FAM | - | 117 | TR | | - | 558 | | | | |
| | FES | - | 123 | TV | | - | 60 | | | | |
| | FTT | - | 141 | UN | | - | 571 | | | | |
| | FYG | - | 567 | טט | | - | 551 | | | | |
| | GLY | - | 94 | VE | | - | 39 | | | | |
| | GPH | - | 345 | VI | Ή | - | 393 | | | | |
| | н19 | - | 43 | | | | | | | | |
| | H21 | - | 63 | | | | | | | | |
| | н88 | - | 136 | | | | | | | | |
| | HAE | - | 154 | | | | | | | | |
| | HFJ | - | 334 | | | | | | | | |
| | HIG | - | 163 | | | | | | | | |
| | IRK | - | 262 | | | | | | | | |
| | JEF | - | 166 | | | | | | | | |
| | JLN | - | 174 | | | | | | | | |
| | K02 | - | 377 | | | | | | | | |
| | K07 | - | 391 | | | | | | | | |
| | K15 | - | 373 | | | | | | | | |
| | K33 | - | 398 | | | | | | | | |
| | K52 | - | 337 | | | | | | | | |
| | K57 | - | 555 | | | | | | | | |
| | K89 | - | 307 | | | | | | | | |
| | LBO | - | 286 | | | | | | | | |
| | LLU | _ | 283 | | | | | | | | |

| BUTLER BUM - 57 PERRYVILLE K02 - 377 CABOOL TVB - 60 POINT LOCKOUT PLK - 381 CAMENTON H21 - 63 POPLAR BLUFF POF - 384 CAMERON . EZZ - 67 POTOSI . 8WC - 388 CAPE GIRARDEAU CGI - 71 ROLLA-VICHY VIH - 393 CASUTHERSVILLE M05 - 81 ROLLA K07 - 391 CASSVILLE . 94K - 85 SALEM K33 - 398 CHARLESTON . CHQ - 88 SEDALIA DMO - 402 CHALLICOTHE CHT - 90 SIKESTON SIK - 407 CLINTON . GLY - 94 SPRINGFIELD SGF - 412 COLUMBIA . COU - 97 ST. CHARLES 3SQ - 426 DEXTER DXE - 111 ST. CHARLES SET - 428 EXCELSIOR SPRINGS 3EX - 115 ST. JOSEPH STJ - 431 FARMINGTON FAM - 117 ST. LOUIS 1H0 - 455 FESTUS FES - 123 ST. LOUIS STL - 460 FORT LEONARD WOOD TEN - 125 ST. LOUIS SUS - 526 FREDERICKTOWN H88 - 136 STOCKTON M03 - 547 FULTON M85 - 147 TARKIO K57 - 555 GIBEON M85 - 147 TARKIO K57 - 555 GARAIN VALLEY 3GV - 149 TRENTON FYG - 567 HANNIBAL HAE - 154 WARRENSBURG RCM - 563 HARRISONVILLE LRY - 169 WASSTELLAMAR LLU - 283 LEBEANON LEG - 286 KIRKSVILLE IRK - 262 KNOB NOSTER SZL - 271 LAMAR LLU - 283 LEBEANON LEG - 286 LEE'S SUMMIT LXT - 290 LEZ - 377 MALDEN MAW - 311 MARSHALL MHL - 318 | Kindle-DX Index; by-City | y, b | y-AptID | Use "Menu", | then | "Goto Page |
|---|--------------------------|------|---------|---------------|------|------------|
| MO Mins - Radar #3 - 10 MONROE CITY | | | | | | |
| MO Mins - Radar #3 - 10 MONROE CITY | MO Mins - Alternates #3 | _ | 5 | MONETT | HFJ | - 334 |
| MO Mins - Take-Off #3 - 1.1 MONTICELLO . 6M6 - 341 AURORA . 2H2 - 28 MOSBY . GPH - 345 AVA | | _ | - | | | |
| AURORA 2H2 - 28 MOSEY GPH - 345 AVA AVA AOV - 31 MOUNTAIN GROVE 1MO - 357 BOLIVAR M17 - 35 MOUNTAIN VIEW MMF - 359 BOCNVILLE VER - 39 NEOSHO EOS - 361 BOWNING GREEN H19 - 43 NEVADA NVVD - 365 BRANSON BBG - 47 NEW MADRID EIW - 369 BRANSON BBG - 47 NEW MADRID EIW - 369 BROKFIELD MO8 - 54 OSAGE BEACH K15 - 373 BUTLER BUM - 57 PERRYVILLE K02 - 377 CABOOL TVB - 60 POINT LOOKOUT PLK - 381 CAMDENTON H21 - 63 POPLAR BLUFF POF - 384 CAMERON EZZ - 67 POTOSI 8WC - 388 CAPE GIRARDEAU CGI - 71 ROLLA-VICHY VIH - 393 CARUTHERSVILLE M05 - 81 ROLLA VICHY VIH - 393 CARUTHERSVILLE M05 - 81 ROLLA K07 - 391 CASSVILLE 94K - 85 SALEM K33 - 398 CHARLESTON CHQ - 88 SEDALIA DMO - 402 CHILLICOTHE CHT - 90 SIKESTON SIK - 407 CLINTON GLY - 94 SPRINGFIELD SGF - 412 COLUMBIA COU - 97 ST. CHARLES SET - 428 EXCELSIOR SPRINGS 3EX - 115 ST. JOSEPH STJ - 431 FABMINGTON FAM - 117 ST. LOUIS SUS - 526 FORT LEONARD WOOD TEN - 125 ST. LOUIS SUS - 526 FORT LEONARD WOOD | | _ | | | | |
| AVA AOV - 31 MOUNTAIN GROVE 1MO - 357 BOLIVAR M17 - 35 MOUNTAIN VIEW MNF - 359 BOCNVILLE VER - 39 NEOSHO EOS - 361 BOWLING GREEN H19 - 43 NEVADA NVD - 365 BRANSON BBG - 47 NEW MADRID EIW - 369 BROOKFIELD MO8 - 54 OSAGE BEACH K15 - 373 BUTLER BUM - 57 PERRYVILLE K02 - 377 CABOOL TVB - 60 POINT LOOKOUT PLK - 381 CAMBENTON H21 - 63 POPLAR BLUFF POF - 384 CAMERON EZZ - 67 POTOSI 8WC - 388 CAPE GIRARDEAU CGI - 71 ROLLA-VICHY VIH - 393 CARUTHERSVILLE M05 - 81 ROLLA K07 - 391 CASSVILLE 94K - 85 SALEM K33 - 398 CHARLESTON CHQ - 88 SEDALIA DMO - 402 CHILLICOTHE CHT - 90 SIKESTON SIK - 407 CLINTON GLY - 94 SPRINGFIELD SGF - 412 COLUMBIA COU - 97 ST. CHARLES SET - 428 EXCELSIOR SPRINGS 3EX - 115 ST. JOSEPH STJ - 431 FARMINGTON FAM - 117 ST. LOUIS SUS - 526 FORT LEONARD WOOD TEN - 125 ST. LOUIS SUS - 526 FORT LEONARD WOOD TEN - 125 ST. LOUIS SUS - 526 FORT LEONARD WOOD TEN - 125 ST. LOUIS SUS - 526 FORT LEONARD WOOD TEN - 125 ST. LOUIS SUS - 526 FORT LEONARD WOOD TEN - 125 ST. LOUIS SUS - 556 FORT LEONARD WOOD TEN - 125 ST. LOUIS | | _ | | | | - |
| BOLIVAR | | _ | | | _ | |
| BOONVILLE | | _ | _ | | | |
| BOWLING GREEN H19 - 43 NEVADA NVD - 365 BRANSON BBG - 47 NEW MADRID EIW - 369 BROOKFIELD M08 - 54 OSAGE BEACH K15 - 373 BUTLER BUM - 57 PERRYVILLE K02 - 377 CABOOL TVB - 60 POINT LOOKOUT PLK - 381 CAMDENTON H21 - 63 POPLAR BLUFF POF - 384 CAMERON EZZ - 67 POTOSI 8WC - 388 CAMERON EZZ - 67 POTOSI 8WC - 388 CAPE GIRARDEAU CGI - 71 ROLLA-VICHY VIH - 393 CARUTHERSVILLE M05 - 81 ROLLA K07 - 391 CASSVILLE 94K - 85 SALEM K33 - 398 CHARLESTON CHQ - 88 SEDALIA DMO - 402 CHILLICOTHE CHT - 90 SIKESTON SIK - 407 CLINTON GLY - 94 SPRINGFIELD SGF - 412 COLUMBIA COU - 97 ST. CHARLES 38Q - 426 DEXTER DXE - 115 ST. JOSEPH STJ - 431 FARMINGTON FAM - 117 ST. LOUIS 1H0 - 455 FESTUS FES - 123 ST. LOUIS STL - 460 FORT LEONARD WOOD TBN - 125 ST. LOUIS STL - 460 FORT LEONARD WOOD TBN - 125 ST. LOUIS STL - 460 FORT LEONARD WOOD TBN - 125 ST. LOUIS SUS - 526 FREDERICKTOWN H88 - 136 STOCKTON M3 - 547 FULTON FIT - 141 SULLIVAN UUV - 551 GRIAN VALLEY 3GV - 149 TRENTON TRX - 558 GRAIN VALLEY 3GV - 149 TRENTON TRX - 555 GRAIN VALLEY 3GV - 149 TRENTON TRX - 558 HANNIBAL HAE - 154 WARRENSBURG RCM - 563 WASSAS CITY MKC - 232 KANSAS CI | | _ | | | | |
| BRANSON BBG - 47 NEW MADRID EIW - 369 BROOKFIELD M08 - 54 OSAGE BEACH K15 - 373 BUTLER BUM - 57 PERRYVILLE K02 - 377 CABOOL TVB - 60 POINT LOOKOUT PLK - 381 CAMDENTON H21 - 63 POPLAR BLUFF POF - 384 CAMERON EZZ - 67 POTOSI 8WC - 388 CAPE GIRARDEAU CGI - 71 ROLLA-VICHY VIH - 393 CARUTHERSVILLE M05 - 81 ROLLA K07 - 391 CASSVILLE 94K - 85 SALEM K33 - 398 CHARLESTON CHQ - 88 SEDALIA DMO - 402 CHILLICOTHE CHT - 90 SIKESTON SIK - 407 CLINTON GLY - 94 SPRINGFIELD SGF - 412 COLUMBIA COU - 97 ST. CHARLES 3SQ - 426 EXCELSIOR SPRINGS 3EX - 115 ST. JOSEPH STJ - 431 FARMINGTON FAM - 117 ST. LOUIS 1H0 - 455 FESTUS FES - 123 ST. LOUIS SUS - 526 FREDERICKTOWN H88 - 136 FORT LEONARD WOOD TBN - 125 ST. LOUIS SUS - 526 FREDERICKTOWN H88 - 147 TARKIO K57 - 555 GIDEON M85 - 147 TARKIO K57 - 555 GIDEON M85 - 147 TARKIO K57 - 555 GARAIN VALLEY 3GV - 149 HANNIBAL HAE - 154 WARRENSBURG RCM - 563 HARRISONVILLE LRY - 159 WASHINGTON FYG - 567 HARRISONVILLE LRY - 159 HANNIBAL HAE - 154 KANSAS CITY MCC - 232 KANSAS CITY MCL - 192 KANSAS CITY MCC - 232 KANSAS CITY MCC - | | _ | | | | |
| BROOKFIELD MO8 - 54 OSAGE BEACH K15 - 373 BUTLER BUM - 57 PERRYVILLE K02 - 377 CABOOL TVB - 60 POINT LOOKOUT PLK - 381 CAMDENTON H21 - 63 POPLAR BLUFF POF - 384 CAMERON EZZ - 67 POTOSI & C 388 CAPE GIRARDEAU CGI - 71 ROLLA-VICHY VIH - 393 CARUTHERSVILLE M05 - 81 ROLLA K07 - 391 CASSVILLE 94K - 85 SALEM K33 - 398 CHARLESTON CHQ - 88 SEDALIA DMO - 402 CHILLICOTHE CHT - 90 SIKESTON SIK - 407 CCLINTON GLY - 94 SPRINGFIELD SGF - 412 COLUMBIA COU - 97 ST. CHARLES SET - 428 DEXTER DXE - 115 ST. JOSEPH STJ - 431 FARMINGTON FAM - 117 ST. LOUIS STJ - 431 FARMINGTON FAM - 117 ST. LOUIS STJ - 431 FARMINGTON FAM - 125 ST. LOUIS SUS - 526 FREDERICKTOWN H88 - 136 FORT LEONARD WOOD TEN - 125 ST. LOUIS SUS - 526 FREDERICKTOWN H88 - 147 TARKIO K57 - 555 GRAIN VALLEY 3GV - 149 TRENTON TXX - 558 HANNIBAL HAE - 154 WARRENSBURG RCM - 563 HARRISONVILLE LRY - 159 WASHINGTON FYG - 567 HIGGINSVILLE IRK - 262 KNOB NOSTER SZL - 271 LAMAR LLU - 283 LEBANON LBO - 286 LEE'S SUMIT LXT - 290 LEXINGTON MAW - 311 MARSHALL MHL - 318 | | _ | _ | | | |
| BUTLER BUM - 57 PERRYVILLE K02 - 377 CABOOL TVB - 60 POINT LOOKOUT PLK - 381 CAMDENTON H21 - 63 POPLAR BLUFF POF - 384 CAMERON EZZ - 67 POTOSI 8WC - 388 CAPE GIRARDEAU CGI - 71 ROLLA-VICHY VIH - 393 CARUTHERSVILLE M05 - 81 ROLLA K07 - 391 CASSVILLE 94K - 85 SALEM K33 - 398 CHARLESTON CHQ - 88 SEDALIA DMO - 402 CHARLESTON GLY - 94 SPRINGFIELD SGF - 412 COLUMBIA COU - 97 ST. CHARLES 3SQ - 426 DEXTER DXE - 111 ST. CHARLES SET - 428 EXCELSIOR SPRINGS 3EX - 115 ST. LOUIS SET - 431 FARMINGTON FAM - 117 ST. LOUIS STL - 460 FORT LEONARD WOOD TEN - 125 ST. LOUIS STL - 460 FORT LEONARD WOOD TEN - 125 ST. LOUIS SUS - 526 FREDERICKTOWN H88 - 136 STOCKTON MO3 - 547 FULTON M85 - 147 TARKIO K57 - 555 GIBEON M85 - 147 TARKIO K57 - 555 GARAIN VALLEY 3GV - 149 TRENTON FYG - 567 HANNIBAL HAE - 154 WARRENSBURG RCM - 563 HARRISONVILLE LRY - 159 WASHINGTON FYG - 567 HIGGINSVILLE LRY - 166 JOPLIN JUN - 174 KANSAS CITY MCI - 192 KANSAS CITY MCI - 128 LEBENON LEO - 286 LEE'S SUMMIT LXT - 290 LEEINGTON 4X3 - 305 MACON K89 - 307 MALDEN MAW - 311 MARSHALL MHL - 318 | BROOKFIELD MO8 | _ | 54 | | | - 373 |
| CAMDENTON H21 - 63 POPLAR BLUFF POF - 384 CAMERON EZZ - 67 POTOSI 8WC - 388 CAPE GIRARDEAU CGI - 71 ROLLA-VICHY VIH - 393 CARUTHERSVILLE M05 - 81 ROLLA K07 - 391 CASSVILLE 94K 85 SALEM K33 - 398 CHARLESTON CHQ - 88 SEDALIA DMO - 402 CHILLICOTHE CHT - 90 SIKESTON SIK - 407 CLINTON GLY - 94 SPRINGFIELD SGF - 412 COLUMBIA COU - 97 ST CHARLES 3SQ - 426 DEXTER DXE - 111 ST CHARLES SET - 428 EXCELSIOR SPRINGS 3EX - 115 ST JOSEPH STJ - 431 FARMINGTON FAM - 117 ST LOUIS 1H0 - 455 FESTUS FES - 123 ST LOUIS STL - 460 FORT LEONARD WOOD TEN - 125 ST LOUIS STL - 460 FORT LEONARD WOOD TEN - 125 ST LOUIS SUS - 526 FREDERICKTOWN H88 - 136 STOCKTON M03 - 547 FULTON FTT - 141 SULLIVAN UUV - 551 GIDEON M85 - 147 TARKIO K57 - 555 GRAIN VALLEY 3GV - 149 TRENTON TRX - 558 HANNIBAL HAE - 154 WARRENSBURG RCM - 563 HANNIBAL HAE - 163 WEST PLAINS UNO - 571 JEFFERSON CITY JEF - 166 LANGE WAR - 167 LANGE WAR - 174 KAISER-LAKE OZARK AIZ - 186 KANSAS CITY MCI - 192 KANSAS CITY MCI - | BUTLER BUM | _ | 57 | | | - 377 |
| CAMERON EZZ - 67 | CABOOL TVB | _ | 60 | POINT LOOKOUT | PLK | - 381 |
| CAPE GIRARDEAU | CAMDENTON H21 | _ | 63 | POPLAR BLUFF | POF | - 384 |
| CARUTHERSVILLE | CAMERON EZZ | _ | 67 | POTOSI | 8WC | - 388 |
| CASSVILLE 94K - 85 SALEM | CAPE GIRARDEAU CGI | _ | 71 | ROLLA-VICHY | VIH | - 393 |
| CHARLESTON | CARUTHERSVILLE M05 | _ | 81 | ROLLA | K07 | - 391 |
| CHILLICOTHE CHT - 90 SIKESTON SIK - 407 CLINTON GLY - 94 SPRINGFIELD SGF - 412 COLUMBIA COU - 97 ST. CHARLES 3SQ - 426 DEXTER DXE - 111 ST. CHARLES SET - 428 EXCELSIOR SPRINGS 3EX - 115 ST. JOSEPH STJ - 431 FARMINGTON FAM - 117 ST. LOUIS 1H0 - 455 FESTUS FES - 123 ST. LOUIS STL - 460 FORT LEONARD WOOD TEN - 125 ST. LOUIS SUS - 526 FREDERICKTOWN H88 - 136 STOCKTON M03 - 547 FULTON FTT - 141 SULLIVAN UUV - 551 GIDEON M85 - 147 TARKIO K57 - 555 GRAIN VALLEY 3GV - 149 TRENTON TRX - 558 HANNIBAL HAE - 154 WARRENSBURG RCM - 563 HARRISONVILLE LRY - 159 WASHINGTON FYG - 567 HIGGINSVILLE HIG - 163 JOPLIN JLN - 174 KAISER-LAKE OZARK AIZ - 186 KANSAS CITY MCI - 192 KANSAS CITY MCI - 283 LEBANON LBO - 286 LEE'S SUMMIT LXT - 290 LEXINGTON K89 - 307 MACON K89 - 307 MACON K89 - 307 MALDEN MAW - 311 MARSHALL MHL - 318 | CASSVILLE 94K | _ | 85 | SALEM | K33 | - 398 |
| CLINTON GLY - 94 SPRINGFIELD SGF - 412 COLUMBIA COU - 97 ST. CHARLES 3SQ - 426 DEXTER | CHARLESTON CHQ | _ | 88 | SEDALIA | DMO | - 402 |
| COLUMBIA COU - 97 ST. CHARLES 3SQ - 426 DEXTER DXE - 111 ST. CHARLES SET - 428 EXCELSIOR SPRINGS 3EX - 115 ST. JOSEPH STJ - 431 FARMINGTON FAM - 117 ST. LOUIS 1H0 - 455 FESTUS FES - 123 ST. LOUIS STL - 460 FORT LEONARD WOOD TBN - 125 ST. LOUIS SUS - 526 FREDERICKTOWN H88 - 136 STOCKTON M03 - 547 FULTON FTT - 141 SULLIVAN UUV - 551 GIDEON M85 - 147 TARKIO K57 - 555 GRAIN VALLEY 3GV - 149 TRENTON TRX - 558 HANNIBAL HAE - 154 WARRENSBURG RCM - 563 HARRISONVILLE LRY - 159 WASHINGTON FYG - 567 HIGGINSVILLE HIG - 163 WEST PLAINS UNO - 571 JEFFERSON CITY JEF - 166 JOPLIN JLN - 174 KAISER-LAKE OZARK AIZ - 186 KANSAS CITY MCC - 232 KENNETT TKX - 258 KIRKSVILLE IRK - 262 KNOB NOSTER SZL - 271 LAMAR LLU - 283 LEBANON LBO - 286 LEE'S SUMMIT LXT - 290 LEXINGTON 4K3 - 305 MACON K89 - 307 MACON K89 - 307 MALDEN MAW - 311 MARSHALL MHL - 318 | CHILLICOTHE CHT | _ | 90 | SIKESTON | SIK | - 407 |
| DEXTER DXE - 111 ST. CHARLES SET - 428 EXCELSIOR SPRINGS 3EX - 115 ST. JOSEPH STJ - 431 FARMINGTON FAM - 117 ST. LOUIS 1H0 - 455 FESTUS FEST - 123 ST. LOUIS STL - 460 FORT LEONARD WOOD TBN - 125 ST. LOUIS SUS - 526 FREDERICKTOWN H88 - 136 STOCKTON MO3 - 547 FULTON FTT - 141 SULLIVAN UUV - 551 GIDEON M85 - 147 TARKIO K57 - 555 GRAIN VALLEY 3GV - 149 TRENTON TRX - 558 HANNIBAL HAE - 154 WARRENSBURG RCM - 563 HARRISONVILLE LRY - 159 WASHINGTON FYG - 567 HIGGINSVILLE HIG - 163 WEST PLAINS UNO - 571 JEFFERSON CITY JEF - 166 JOPLIN JLN - 174 KAISER-LAKE OZARK AIZ - 186 KANSAS CITY MCI - 192 KENNETT TKX - 258 KIRKSVILLE IRK - 262 KNOB NOSTER SZL - 271 LAMAR LLU - 283 LEBANON LBO - 286 LEE'S SUMMIT LXT - 290 LEXINGTON MAW - 311 MARSHALL MHL - 318 | CLINTON GLY | - | 94 | SPRINGFIELD | SGF | - 412 |
| EXCELSIOR SPRINGS | COLUMBIA COU | - | 97 | ST. CHARLES | 3sQ | - 426 |
| FARMINGTON | DEXTER DXE | - | 111 | | | - 428 |
| FESTUS FES - 123 ST. LOUIS STL - 460 FORT LEONARD WOOD . TBN - 125 ST. LOUIS SUS - 526 FREDERICKTOWN H88 - 136 STOCKTON M03 - 547 FULTON FTT - 141 SULLIVAN UUV - 551 GIDEON M85 - 147 TARKIO K57 - 555 GRAIN VALLEY 3GV - 149 TRENTON TRX - 558 HANNIBAL HAE - 154 WARRENSBURG RCM - 563 HARRISONVILLE LRY - 159 WASHINGTON FYG - 567 HIGGINSVILLE HIG - 163 WEST PLAINS UNO - 571 JEFFERSON CITY JEF - 166 JOPLIN JLN - 174 KAISER-LAKE OZARK AIZ - 186 KANSAS CITY MCI - 192 KANSAS CITY MCI - 192 KANSAS CITY MKC - 232 KENNETT TKX - 258 KIRKSVILLE IRK - 262 KNOB NOSTER SZL - 271 LAMAR LLU - 283 LEBANON LBO - 286 LEE'S SUMMIT LXT - 290 LEXINGTON K89 - 307 MALDEN MAW - 311 MARSHALL MHL - 318 | EXCELSIOR SPRINGS . 3EX | - | 115 | ST. JOSEPH | STJ | - 431 |
| FORT LEONARD WOOD | FARMINGTON FAM | - | | | | - 455 |
| FREDERICKTOWN H88 - 136 | FESTUS FES | - | | | | |
| FULTON | | - | | | _ | |
| GIDEON M85 - 147 TARKIO K57 - 555 GRAIN VALLEY 3GV - 149 TRENTON TRX - 558 HANNIBAL HAE - 154 WARRENSBURG RCM - 563 HARRISONVILLE LRY - 159 WASHINGTON FYG - 567 HIGGINSVILLE HIG - 163 WEST PLAINS UNO - 571 JEFFERSON CITY JEF - 166 JOPLIN JLN - 174 KAISER-LAKE OZARK AIZ - 186 KANSAS CITY MCI - 192 KANSAS CITY MKC - 232 KENNETT TKX - 258 KIRKSVILLE IRK - 262 KNOB NOSTER SZL - 271 LAMAR LLU - 283 LEBANON LBO - 286 LEE'S SUMMIT LXT - 290 LEXINGTON K89 - 307 MALDEN MAW - 311 MARSHALL MHL - 318 | | - | | | | _ |
| GRAIN VALLEY 3GV - 149 TRENTON TRX - 558 HANNIBAL HAE - 154 WARRENSBURG RCM - 563 HARRISONVILLE LRY - 159 WASHINGTON FYG - 567 HIGGINSVILLE HIG - 163 WEST PLAINS UNO - 571 JEFFERSON CITY JEF - 166 JOPLIN JLN - 174 KAISER-LAKE OZARK .AIZ - 186 KANSAS CITY MCI - 192 KANSAS CITY MKC - 232 KENNETT TKX - 258 KIRKSVILLE IRK - 262 KNOB NOSTER SZL - 271 LAMAR LLU - 283 LEBANON LBO - 286 LEE'S SUMMIT LXT - 290 LEXINGTON 4K3 - 305 MACON K89 - 307 MALDEN MAW - 311 MARSHALL MHL - 318 | | - | | | | |
| HANNIBAL | | | | | _ | |
| HARRISONVILLE LRY - 159 WASHINGTON FYG - 567 HIGGINSVILLE HIG - 163 WEST PLAINS UNO - 571 JEFFERSON CITY JEF - 166 JOPLIN JLN - 174 KAISER-LAKE OZARK .AIZ - 186 KANSAS CITY MCI - 192 KANSAS CITY MKC - 232 KENNETT TKX - 258 KIRKSVILLE IRK - 262 KNOB NOSTER SZL - 271 LAMAR LLU - 283 LEBANON LBO - 286 LEE'S SUMMIT LXT - 290 LEXINGTON 4K3 - 305 MACON K89 - 307 MALDEN MAW - 311 MARSHALL MHL - 318 | | | | | | |
| HIGGINSVILLE HIG - 163 WEST PLAINS UNO - 571 JEFFERSON CITY JEF - 166 JOPLIN JLN - 174 KAISER-LAKE OZARK . AIZ - 186 KANSAS CITY MCI - 192 KANSAS CITY MKC - 232 KENNETT TKX - 258 KIRKSVILLE IRK - 262 KNOB NOSTER SZL - 271 LAMAR LLU - 283 LEBANON LBO - 286 LEE'S SUMMIT LXT - 290 LEXINGTON 4K3 - 305 MACON K89 - 307 MALDEN MAW - 311 MARSHALL MHL - 318 | | | _ | | | |
| JEFFERSON CITY JEF - 166 JOPLIN JLN - 174 KAISER-LAKE OZARK .AIZ - 186 KANSAS CITY MCI - 192 KANSAS CITY MKC - 232 KENNETT TKX - 258 KIRKSVILLE IRK - 262 KNOB NOSTER SZL - 271 LAMAR LLU - 283 LEBANON LBO - 286 LEE'S SUMMIT LXT - 290 LEXINGTON 4K3 - 305 MACON K89 - 307 MALDEN MAW - 311 MARSHALL MHL - 318 | | | | | | |
| JOPLIN JLN - 174 KAISER-LAKE OZARK .AIZ - 186 KANSAS CITY MCI - 192 KANSAS CITY MKC - 232 KENNETT TKX - 258 KIRKSVILLE IRK - 262 KNOB NOSTER SZL - 271 LAMAR LLU - 283 LEBANON LBO - 286 LEE'S SUMMIT LXT - 290 LEXINGTON 4K3 - 305 MACON K89 - 307 MALDEN MAW - 311 MARSHALL MHL - 318 | | | | WEST PLAINS | UNO | - 571 |
| KAISER-LAKE OZARK . AIZ - 186 KANSAS CITY | | | | | | |
| KANSAS CITY MCI - 192 KANSAS CITY MKC - 232 KENNETT TKX - 258 KIRKSVILLE IRK - 262 KNOB NOSTER SZL - 271 LAMAR LLU - 283 LEBANON LBO - 286 LEE'S SUMMIT LXT - 290 LEXINGTON 4K3 - 305 MACON K89 - 307 MALDEN MAW - 311 MARSHALL MHL - 318 | | | | | | |
| KANSAS CITY MKC - 232 KENNETT TKX - 258 KIRKSVILLE IRK - 262 KNOB NOSTER SZL - 271 LAMAR LLU - 283 LEBANON LBO - 286 LEE'S SUMMIT LXT - 290 LEXINGTON 4K3 - 305 MACON K89 - 307 MALDEN MAW - 311 MARSHALL MHL - 318 | | | | | | |
| KENNETT TKX - 258 KIRKSVILLE IRK - 262 KNOB NOSTER SZL - 271 LAMAR LLU - 283 LEBANON LBO - 286 LEE'S SUMMIT LXT - 290 LEXINGTON 4K3 - 305 MACON K89 - 307 MALDEN MAW - 311 MARSHALL MHL - 318 | | _ | | | | |
| KIRKSVILLE IRK - 262 KNOB NOSTER SZL - 271 LAMAR LLU - 283 LEBANON LBO - 286 LEE'S SUMMIT LXT - 290 LEXINGTON 4K3 - 305 MACON K89 - 307 MALDEN MAW - 311 MARSHALL MHL - 318 | | _ | | | | |
| KNOB NOSTER SZL - 271 LAMAR LLU - 283 LEBANON LBO - 286 LEE'S SUMMIT LXT - 290 LEXINGTON 4K3 - 305 MACON K89 - 307 MALDEN MAW - 311 MARSHALL MHL - 318 | | _ | | | | |
| LAMAR LLU - 283 LEBANON LBO - 286 LEE'S SUMMIT LXT - 290 LEXINGTON 4K3 - 305 MACON K89 - 307 MALDEN MAW - 311 MARSHALL MHL - 318 | | _ | | | | |
| LEBANON LBO - 286 LEE'S SUMMIT LXT - 290 LEXINGTON 4K3 - 305 MACON K89 - 307 MALDEN MAW - 311 MARSHALL MHL - 318 | | _ | | | | |
| LEE'S SUMMIT LXT - 290 LEXINGTON 4K3 - 305 MACON K89 - 307 MALDEN MAW - 311 MARSHALL MHL - 318 | | _ | | | | |
| LEXINGTON 4K3 - 305 MACON K89 - 307 MALDEN MAW - 311 MARSHALL MHL - 318 | | _ | | | | |
| MACON K89 - 307 MALDEN MAW - 311 MARSHALL MHL - 318 | | _ | | | | |
| MALDEN MAW - 311 MARSHALL MHL - 318 | | _ | | | | |
| MARSHALL MHL - 318 | | _ | | | | |
| | | _ | | | | |
| MARYVILLE EVU - 322 | | _ | 322 | | | |
| | MEXICO MYJ | _ | | | | |
| | MOBERLY MBY | _ | | | | |





INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

| NAME | ALTERNATE MINIMUMS | NAME ALTERNATE MINIMUMS |
|--------------------------------|--|---|
| AMES, IA | | CAPE GIRARDEAU, MO |
| AMES MUNI | RNAV (GPS) Rwy 1 | CAPE GIRARDEAU |
| | RNAV (GPS) Rwy 13 | RGNL ILS or LOC Rwy 10 ¹² |
| | RNAV (GPS) Rwy 19 | LOC/DME BC Rwy 281 |
| NIA 1 1 1 | RNAV (GPS) Rwy 31 | RNAV (GPS) Rwy 10 ¹ |
| NA when local wea | itner not available. | RNAV (GPS) Rwy 28 ¹³ ¹ NA when local weather not available. |
| ANKENY, IA | | ² ILS, LOC, Categories A, B, 1000-2; Categories |
| | RNAV (GPS) Rwy 18 | C. D. 1000-3. |
| | RNAV (GPS) Rwy 22 | ³ Categories A,B,C,D, 900-21/4. |
| | RNAV (GPS) Rwy 36 | |
| NA when local wea | ther not available. | CEDAR RAPIDS, IA |
| ATI ANITIO IA | | THE EASTERN IOWAILS or LOC Rwy 91 |
| ATLANTIC, IA | DNAV (000) D | ILS or LOC Rwy 271 |
| ATLANTIC MUNI | RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 20 | RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 27 |
| Category D, 800-2 | | VOR Rwy 27 |
| NA when local wea | | VOR/DME Rwy 9 |
| | | NA when local weather not available. |
| BRANSON, MO | | ¹ NA when control tower closed. |
| BRANSON | RNAV (GPS) Rwy 141 | |
| | RNAV (GPS) Rwy 32 ² | CENTERVILLE, IA |
| NA when local wea | | CENTERVILLE MUNI RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34 |
| ² Category D, 800-2 | 21/4; Category D, 800-21/2. | NA when local weather not available. |
| Category D, 000-2 | -/4. | NA WHEIT local weather not available. |
| BURLINGTON, IA | | CHARITON, IA |
| SOUTHEAST IOWA | \ | CHARITON MUNI RNAV (GPS) Rwy 10 |
| RGNL | ILS or LOC Rwy 361 | RNAV (GPS) Rwy 17 |
| | RNAV (GPS) Rwy 12 | NA when local weather not available. |
| | RNAV (GPS) Rwy 30 RNAV (GPS) Rwy 36 | CHARLES CITY, IA |
| | VOR/DME Rwy 12 | NORTHEAST |
| | VOR Rwy 30 | |
| NA when local wea | | NDB Rwy 12 |
| ¹ ILS,LOC, Categor | y D, 800-2¼. | RNAV (GPS) Rwy 12 |
| _ | - | RNAV (GPS) Rwy 30 |
| | | NA when local weather not available. |
| | | CHEROKEE, IA |
| | | CHEROKEE |
| | | COUNTY RGNL RNAV (GPS) Y Rwy 36 |
| | | RNAV (GPS) Z Rwy 361 |
| | | NA when local weather not available. |
| | | ¹ Categories A, B, 800-21/4. |
| \ | | NC-3 |



23 SEP 2010 to 21 OCT 2010

ALTERNATE MINS



| ALTERNATE | MINS | WZ |
|--|---|---|
| NAME CLARINDA, IA | ALTERNATE MINIMUMS | NAME ALTERNATE MINIMUMS DES MOINES, IA |
| SCHENCK FIELD NA when local weath | RNAV (GPS) Rwy 20 RNAV (GPS) Rwy 20 der not available. | DES MOINES ÎNTL ILS or LOC Rwy 5¹ ILS or LOC Rwy 13¹ ILS or LOC Rwy 31¹ |
| NA when local weath | NDB Rwy 14 RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32 er not available. | RNAV (GPS) Rwy 5 ² RNAV (GPS) Rwy 13 ² RNAV (GPS) Rwy 31 ² VOR/DME Rwy 23 ³ ¹ Category E, 900-2 ³ / ₄ . ² NA when local weather not available. ³ Category C, 800-2 ¹ / ₂ ; Category D, 800-2 ¹ / ₂ . |
| CLINTON, IA CLINTON MUNI NA when local weath | RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 21 RNAV (GPS) Rwy 32 VOR Rwy 3 er not available. | DUBUQUE, IA DUBUQUE RGNLRNAV (GPS) Rwy 13 RNAV (GPS) Rwy 31 RNAV (GPS) Rwy 36 VOR Rwy 13¹ VOR Rwy 31¹ VOR Rwy 36 |
| COLUMBIA, MO COLUMBIA RGNL | . ILS or LOC/DME Rwy 2 ¹ LOC/DME BC Rwy 20 ¹ VOR Rwy 13 ² | NA when local weather not available. ¹Category D, 800-2¼. ESTHERVILLE, IA |
| ¹ NA when local weat ² Categories A,B, 100 1000-3. | her not available. 0-2; Categories C,D, | ESTHERVILLE MUNI RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34 NA when local weather not available. |
| COUNCIL BLUFFS, COUNCIL BLUFFS MUNI | IAILS or LOC Rwy 36 RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36 | FAIRFIELD, IA FAIRFIELD MUNIRNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36 NA when local weather not available. FARMINGTON, MO |
| NA when local weath | VOR-A per not available. | FARMINGTON RGNL |
| CRESTON, IA CRESTON MUNI | RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34 | NA when local weather not available. FOREST CITY, IA |
| NA when local weath | | FOREST CITY MUNI RNAV (GPS) Rwy 33 VOR/DME-A |
| DAVENPORT, IA DAVENPORT MUNI | RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 21 RNAV (GPS) RWY 33 VOR Rwy 3 | NA when local weather not available. FORT DODGE, IA FORT DODGE RGNL |

23 SEP 2010 to 21 OCT 2010

VOR Rwy 21 NA when local weather not available.

DECORAH, IA

DECORAH MUNI RNAV (GPS) Rwy 29 NA when local weather not available.

RNAV (GPS) Rwy 30 VOR Rwy 12

VOR/DME Rwy 30 NA when local weather not available.









ALTERNATE MINIMUMS

FORT LEONARD WOOD, MO

WAYNESVILLE-ST. ROBERT RGNL

ALTERNATE MINS

FORNEY FIELD ILS or LOC Rwy 1412

NDB Rwy 321

RNAV (GPS) Rwy 142 RNAV (GPS) Rwy 322 VOR Rwv 141

VOR Rwy 321 ¹NA when control tower closed. ²NA when local weather not available.

FORT MADISON, IA

FORT MADISON MUNI ... RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35 VOR/DME-A

NA when local weather not available.

GRINNELL, IA

10266 NAME

> GRINNELL RGNL NDB Rwy 13 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 31

VOR/DME Rwv 31 NA when local weather not available.

HARRISONVILLE. MO

LAWRENCE

SMITH MEMORIAL RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35

NA when local weather not available.

IOWA CITY. IA

23 SEP 2010 to 21 OCT 2010

IOWA CITY MUNI RNAV (GPS) Rwy 25 RNAV (GPS) Rwv 30 VOR-A

NA when local weather not available.

IOWA FALLS, IA

IOWA FALLS MUNI RNAV (GPS) Rwy 31 NA when local weather not available.

JEFFERSON CITY, MO

JEFFERSON CITY MEMORIAL ILS or LOC Rwy 30123

NDB Rwv 1214

RNAV (GPS) Rwy 1235 RNAV (GPS) Rwy 3035

¹NA when control tower closed.

2ILS, Categories A,B,C, 800-2; Category D, 800-21/2. LOC, Category D, 800-21/2.

³NA when local weather not available.

4Category D, 800-21/2.

⁵Category C, 800-21/4; Category D, 800-21/2.

JOPLIN. MO

10266

JOPLIN RGNLILS or LOC/DME Rwy 18 ILS or LOC/NDB Rwy 13

NA when control tower closed.

NAME ALTERNATE MINIMUMS

KAISER/LAKE OZARK. MO

LEE C. FINE MEMORIAL .. RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 21 VOR Rwy 3

NA when local weather not available.

KANSAS CITY, MO

CHARLES B. WHEELER DOWNTOWNILS or LOC Rwy 31

ILS or LOC Rwy 192

NDB Rwy 193

RNAV (GPS) Rwy 34 RNAV (GPS) Rwy 215

VOR Rwy 19 VOR Rwy 215

NA when local weather not available. ¹ILS,LOC, Category A,B, 1300-2, Category

C.D. 1300-3. 2ILS, 700-2.

3Category D, 800-21/4.

⁴Categories A,B, 1000-11/4; Category C,

1000-234; Category D, 1000-3. ⁵Categories A,B, 900-2; Category C, 900-21/2;

Category D, 900-23/4.

KEOKUK. IA

KEOKUK MUNI NDB Rwy 14 NDB Rwy 26 RNAV (GPS) Rwy 8

RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 26 RNAV (GPS) Rwy 32

NA when local weather not available.

KIRKSVILLE. MO

KIRKSVILLE RGNL ... ILS or LOC/DME Rwy 36 RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36

> VOR-A VOR/DME-B

NA when local weather not available.

KNOXVILLE, IA

KNOXVILLE MUNI RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 33

NA when local weather not available.

LE MARS, IA

LE MARS MUNI RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36 VOR/DME Rwy 361

NA when local weather not available.

¹Categories A,B, 900-2.





| ALTERNATE MINS | IVI+ |
|---|--|
| NAME ALTERNATE MINIMUMS LEE'S SUMMIT, MO LEE'S SUMMIT MUNI RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 29 RNAV (GPS) Rwy 36 NA when local weather not available. MARSHALLTOWN, IA MARSHALLTOWN MUNI . RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 31 VOR Rwy 13 VOR Rwy 13 VOR Rwy 31 NA when local weather not available. MASON CITY, IA MASON CITY MUNI RNAV (GPS) Rwy 18 | NAME ALTERNATE MINIMUMS PELLA, IA PELLA MUNI |
| NA when local weather not available. | NA when local weather not available. |
| MONETT, MO MONETT MUNI RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36 NA when local weather not available. | ROLLA-VICHY, MO ROLLA NATIONALRNAV (GPS) Rwy 4 RNAV (GPS) Rwy 22 VOR Rwy 22 VOR/DME Rwy 4 |
| MOUNT PLEASANT, IA MOUNT PLEASANT MUNI NDB Rwy 33¹ RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 33 NA when local weather not available. ¹Category C, 800-2¼. | NA when local weather not available. ST. CHARLES, MO |
| MUSCATINE, IA MUSCATINE MUNIILS or LOC Rwy 24¹ RNAV (GPS) Rwy 6²² RNAV (GPS) Rwy 24² VOR Rwy 6⁴ ¹ILS, Categories B,C,D, 700-2. ²NA when local weather not available. ³Categories A, B, C, D, 800-2½. ⁴Category C, 800-2½. Category D, 800-2½. | ST. JOSEPH, MO ROSECRANS MEMORIAL ILS or LOC Rwy 35 ¹² LOC BC Rwy 17 ¹³ RADAR-1 ⁴ RNAV (GPS) Rwy 35 ⁵⁶ VOR or TACAN Rwy 17 ⁵ ¹ NA when control tower closed. |
| NEWTON, IA NEWTON MUNI | ² ILS, Category D, 700-2¼;Category E, 1000-3. LOC,Category D, 800-2¼;Category E, 1000-3. ³ Category D, 800-2¼. ⁴ PAR, Category D, 700-2½; Category E, 1000-3. ASR Category D, 800-2½; Category E, 1000-3. ⁵ Category D, 800-2½;Category E, 1000-3. ⁶ NA when local weather not available. |
| | |



OTTUMWA, IA

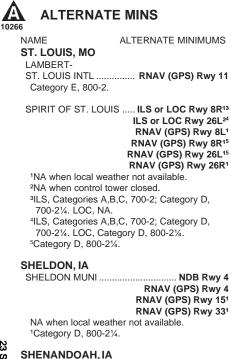
23 SEP 2010 to 21 OCT 2010



NA when local weather not available.

OTTUMWA RGNL RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 31 VOR/DME Rwy 13 VOR Rwy 31



SHENANDOAH MUNI RNAV (GPS) Rwy 4

NDB Rwy 4 NA when local weather not available.

SIOUX CITY, IA

23 SEP 2010 to 21 OCT 2010

SIOUX GATEWAY/COLONEL BUD DAY FIELD ILS or LOC Rwy 1313

ILS or LOC Rwy 313 NDB Rwy 354 RNAV (GPS) Rwy 1325 RNAV (GPS) Rwy 172

RNAV (GPS) Rwy 3125 VOR/DME or TACAN Rwy 1325 VOR or TACAN Rwv 3125

¹NA when control tower closed. ²NA when local weather not available.

3ILS, LOC, Category E, 1000-3.

⁴Categories A,B, 900-2; Category C, 900-21/4; Category D, 900-21/2.

5Category E, 1000-3.

SPENCER. IA

10266

SPENCER MUNI..... RNAV (GPS) Rwy 1212 RNAV (GPS) Rwy 1812 RNAV (GPS) Rwy 3012 RNAV (GPS) Rwy 3612 VOR Rwy 1212

²Category D, 800-21/4.

3Category C, 800-21/4, Category D, 800-21/2.

¹NA when local weather not available.

ALTERNATE MINIMUMS NAME SPRINGFIELD, MO

SPRINGFIELD-BRANSON

NATIONAL RNAV (GPS) Rwy 21 RNAV (GPS) Rwy 201

VOR/DME or TACAN Rwy 22 VOR or TACAN Rwy 202

¹NA when local weather not available. ²Category E, 800-21/4.

STORM LAKE, IA

STORM LAKE MUNI NDB Rwy 17 RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 35 NA when local weather not available.

VINTON, IA

VINTON VETERANS

MEMORIAL AIRPARK RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 27

NA when local weather not available.

WASHINGTON, IA

WASHINGTON MUNI RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36 NA when local weather not available.

WASHINGTON, MO

WASHINGTON RGNL RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 33 VOR-A

Category C, 800-21/4.

NA when local weather not available.

WATERLOO, IA

WATERLOO RGNLILS or LOC Rwy 121 LOC BC Rwy 30

RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30

VOR Rwy 12 VOR/DME Rwy 30

NA when local weather not available.

¹ILS, Category D, 700-2.

WEBSTER CITY, IA

WEBSTER CITY MUNI RNAV (GPS) Rwy 32 NA when local weather not available.

WEST PLAINS, MO

WEST PLAINS MUNI RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36

NA when local weather not available.



VOR Rwy 30³

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

RADAR INSTRUMENT APPROACH MINIMUMS

ST JOSEPH. MO Amdt 1. FEB 16, 2006 (FAA) **ELEV 826**

ROSECRANS MEMORIAL

RADAR - 120.35 360.8 🔻 🛕

| | | | | HAT/ | | | HAT/ | | | |
|-------|-----|------------|-------|----------------|-------|----------------------|------|----------------|-----|------------|
| | | | | DA/ | HATh/ | | | DA/ HATh/ | | 1 |
| | RWY | GS/TCH/RPI | CAT | MDA-VIS | HAA | CEIL-VIS | CAT | MDA-VIS | HAA | CEIL-VIS |
| PAR | 17 | | ABCDE | 1026-3/4 | 200 | $(200-\frac{3}{4})$ | | | | |
| ASR | 35 | | ABC | 1200 -1 | 386 | (400-1) | DE | 1200-11/4 | 386 | (400-11/4) |
| | 17 | | AB | 1340-1 | 514 | (600-1) | С | 1340-11/2 | 514 | (600-1½) |
| | | | DE | 1340-13/4 | 514 | $(600-1\frac{3}{4})$ | | | | |
| CIRCL | ING | | AB | 1400-1 | 574 | (600-1) | С | 1400-11/2 | 574 | (600-1½) |
| | | | D | 1500-21/4 | 674 | (700-21/4) | E | 1760 -3 | 934 | (1000-3) |

When ST Joseph approach control closed, procedure not authorized.

WHITEMAN AFB (KSZL), (Knob Noster), MO (Amdt 1, 10238 USAF) **ELEV 870** RADAR12 - (E) 125.1 284.0 TF

| ASR | <u>RWY</u> 1 ⁴ | GS/TCH/RPI | CAT AB CDE | DH/ MDA-VIS 1260/24 1260/40 | HAT/ HATh/ HAA 423 423 | CEIL-VIS (400-½) (400-¾) |
|------|------------------------------|------------|-------------------|---------------------------------------|------------------------------------|--|
| | 19³ | | AB CDE | 1260 /24 1260 /35 | 390 390 | (400-½) (400- ⁵ / ₈) |
| CIR⁵ | 1-19 | | AB C D E | 1340-1 1340-1½ 1420-2 1460-2 | 470 470 550 590 | (500-1) (500-1½) (600-2) (600-2) |

¹Opr H24 fr 1300Z++ Mon thru 0500Z++ Sat, 1400-2300Z++ Sat-Sun; clsd hol. ² ASR MP 0700-1300Z++ Mon and Tue. 3When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to 11/8 miles. 4When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 11/4 miles. Circling not authorized W of Rwy 1-19. Lost communications instructions will be issued in accordance with FAAO 7110.65. IF NO TRANSMISSIONS ARE RECEIVED FOR ONE MINUTE IN THE PATTERN OR 15 SECONDS ON FINAL APPROACH. ATTEMPT CONTACT ON 255.6 OR 132.4 AND PROCEED VFR. IF UNABLE, PROCEED WITH A TACAN/ILS APPROACH. MAINTAIN 3000' UNTIL ESTABLISHED ON THE APPROACH.

NC-3

INSTRUMENT APPROACH PROCEDURE CHARTS | FIRTAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME

23 SEP 2010 to 21 OCT 2010

TAKE-OFF MINIMUMS

ALBIA, IA

ALBIA MUNI (4C8) AMDT 3 92317 (FAA)

TAKE-OFF MINIMUMS: Rwys13,31,300-1.

DEPARTURE PROCEDURE: Rwy31, climb runway heading to 2000 before turning.

ALGONA, IA

ALGONA MUNI (AXA) AMDT 3 98113 (FAA) TAKE-OFF MINIMUMS: Rwy

TAKE-OFF MINIMUMS: Rwys 18, 36, NA. DEPARTURE PROCEDURE: Rwy 12, climb runway heading to 2000 before turning on course.

NAME TAKE-OFF MINIMUMS **AMES, IA**

AMES MUNI (AMW) AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. w/a min. climb of 227' per NM to 1800 or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 1, climb heading 014° to 1800 before proceeding on course or for climb in visual conditions, cross Ames Muni airportator above 2400 before proceeding on course. Rwy13, climb heading 133° to 2800 before turning right. Rwy19, climb on a heading between 198° CW 013° from DER or climb on a heading between 140° CCW 013° from DER. Rwy31, climb heading 313° to 1500 before proceeding on course.

NOTE: Rwy 1, trees beginning 63' from DER, 374' right of centerline, up to 74' AGL/974' MSL. Trees, and wsk on hanger beginning 906' from DER, 714' left of centerline, up to 77' AGL/1007' MSL. Terrain at DER, 240' left of centerline, 919' MSL, Rwv 13, trees, antenna on obstruction light pole and antenna on AWOS beginning 42' from DER, 90' right of centerline, up to 78' AGL/998' MSL. Terrain beginning 34' from DER, 181' left of centerline, 923' MSL. Trees beginning 918' from DER, 32' left of centerline, up to 83' AGL/993' MSL. Rwy 19, trees, poles, road and rod on building beginning 1004' from DER, 407' right of centerline, up to 79' AGL/1059' MSL. Rwy 31, trees, poles and roads beginning 214' from DER, 103' right of centerline, up to 57' AGL/987' MSL. Trees, poles and bush beginning 135' from DER, 109' left of centerline, up to 90' AGL/1020' MSL.

 ∇

ANKENY, IA

ANKENY RGNL (IKV)

ORIG 96004 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 150° to 2100 before turning on course. **Rwy 36**, climb heading 040° to 3000 before turning on course.

ATLANTIC, IA

ATLANTIC MUNI (AIO)

AMDT 6A 09155 (FAA)

TAKE-OFF MINIMUMS: $\mathbf{Rwy}\,\mathbf{2}$, 300-1½ or std. w/min. climb of 208' per NM to 1400. $\mathbf{Rwy}\,\mathbf{12}$, 400-2½ or std. w/min. climb of 321' per NM to 1700.

DEPARTURE PROCEDURE: Rwy 12, climb heading 119° to 1700. before proceeding on course. Rwy 20, climb heading 198° to 2300 before proceeding on course. Rwy 30, climb heading 299° to 1900 before proceeding on course. Note: Rwy 30, climb heading 299° to 1900 before proceeding on course.

NOTE: Rwy 2, terrain beginning 6' from DER, from 654' left of centerline to 433' right of centerline, up to 1175' MSL. Trees beginning 1210' from DER, 20' right of centerline, up to 75' AGL/1234' MSL. Trees beginning 2991' from DER, 202' left of centerline, up to 75' AGL/ 1234' MSL. Rwy 12, terrain beginning 8' from DER, from 336' left of centerline to 422' right of centerline, up to 1300' MSL. Trees beginning 2175' from DER, 498' right of centerline, up to 75' AGL/1214' MSL. Trees beginning 4525' from DER, 422' right of centerline, up to 75' AGL/1354' MSL. Rwy 20, terrain beginning 72' from DER, from 538' left of centerline to 623' right of centerline, up to 1185' MSL. Trees beginning 2157' from DER, 44' left of centerline, up to 75' AGL/1234' MSL. Rwy 30, terrain beginning 100' from DER, from 1615' left of centerline to 758' right of centerline, up to 1293' MSL.

AUDUBON, IA

23 SEP 2010 to 21 OCT 2010

AUDUBON COUNTY (ADU) AMDT 1 93175 (FAA)

TAKE-OFF MINIMUMS: Rwy 32, 300-1.

AURORA, MO

JERRY SUMNERS SR. AURORA MUNI (2H2) AMDT 1 90067 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 400' per NM to 1600.

BELLE PLAINE, IA

BELLE PLAINE MUNI (TZT)
TAKE-OFF MINIMUMS: Rwys 18, 36, 300-1.

BLOOMFIELD, IA

BLOOMFIELD MUNI (4K6)

ORIG-A 08185 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1300 before turning.

NOTE: Rwy 18, building 353' from departure end of runway, 306' left of centerline, 30' AGL/915' MSL.

BOLIVAR, MO

BOLIVAR MUNI (M17)

ORIG 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 200-1¼ or std. w/ min. climb of 252' per NM to 1400.

NOTE: Rwy 18, east-west road, vehicle and transmission lines and poles beginning 627' from departure end of runway, up to 40' AGL/1138' MSL. Multiple trees beginning 667' from departure end of runway, 6' left of centerline, up to 75' AGL/1148' MSL. Silo 1059' from departure end of runway, 677' left of centerline, 100' AGL/1200' MSL. Multiple trees beginning 147' from departure end of runway, 39' right of centerline, up to 75' AGL/1157'MSL. Rwy 36, transmission lines and poles beginning 1208' from departure end of runway, 189' left of centerline, up to 40' AGL/1137' MSL. East-west transmission lines and poles beginning 1925' from departure end of runway, up to 50' AGL/1165' MSL. Multiple trees beginning 659' from departure end of runway, 58' right of centerline, up to 75' AGL/1201' MSL. Tree 5471' from departure end of runway, 1766' left of centerline, 100' AGL/1269' MSL.

BOONE, IA

BOONE MUNI (BNW)

AMDT 5 09015 (FAA)

TAKE-OFF MINIMUMS: Rwys 2, 20, NA-Environmental. NOTE: Rwy 15, tree 3565 from departure end of runway, 816' right of centerline, 100' AGL/1259' MSL. Rwy 33, tree 1442' from departure end of runway, 631' left of centerline, 100' AGL/1259' MSL. Vehicle on road 561' from departure end of runway, 573' right of centerline, 15' AGL/1174' MSL. Tank 3135' from departure end of runway, 1335' right of centerline, 140' AGL/1287' MSL.

BOONVILLE, MO

JESSE VIERTEL MEMORIAL (VER) ORIG 07130 (FAA)

NOTE: Rwy 18, multiple trees beginning 368' from departure end of runway, 383' left of centerline, up to 80' AGL/761' MSL. Road and vehicle 1232' from departure end of runway, on centerline, 17' AGL/746' MSL. Multiple trees beginning 500' from departure end of runway, 109' right of centerline, up to 80' AGL/786' MSL. Rwy 36, multiple trees and pole beginning 701' from departure end of runway, 67' left of centerline, up to 100' AGL/810' MSL. Multiple trees beginning 200' from departure end of runway, 334' right of centerline, up to 80' AGL/794' MSL.

BOWLING GREEN, MO

BOWLING GREEN MUNI (H19)

ORIG 83132 (FA)

TAKE-OFF MINIMUMS: Rwy 31, 300-1.

BRANSON, MO

BRANSON (BBG)

ORIG 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb heading 323° to 2000 before turning left.

NOTE: Rwy14, numerous trees beginning 1214'from DER, 4' right of centerline, up to 100' AGL/1449' MSL. Rwy32, numerous trees beginning 77' from DER, 452' left of centerline, up to 100' AGL/1289' MSL.



V

10266

BROOKFIELD. MO

NORTH CENTRAL MISSOURI RGNL (MO8) AMDT 1 09351 (FAA)

DEPARTURE PROCEDURE: Rwv 36, climb heading 359° to 1300 before turning East.

NOTE: Rwv 18, tree 1432' from DER, 397' right of centerline, 100' AGL/869' MSL, pole 887' from DER, 458' left of centerline, 44' AGL/855' MSL. Tree 1356' from DER, 110' left of centerline, 100' AGL/864' MSL. Rwy 36, numerous trees beginning 243' from DER 439' left of centerline, up to 100' AGL/890' MSL. Numerous trees beginning 463' from DER, 13' right of centerline, up to 100' AGL/893' MSL. Building 690' from DER, 477' left of centerline, 30' AGL/867' MSL. Pole 1066' from DER, 666' right of centerline 35' AGL/

BURLINGTON, IA

SOUTHEAST IOWA RGNL (BRL)

AMDT 1 92233 (FAA)

TAKE-OFF MINIMUMS: Rwy 36, 300-1. DEPARTURE PROCEDURE: Rwvs 30, 36, climb runway heading to 1500 before turning.

CABOOL, MO

CABOOLMEMORIAL (TVB)

AMDT 1 90039 (FAA)

TAKE-OFF MINIMUMS: Rwy 21, 500-1 or std. with a min. climb of 400' per NM to 1700. Rwy 3, 300-1 or std. with a min. climb of 400' per NM to 1500.

CAMERON, MO

CAMERON MEMORIAL (EZZ) ORIG 10098 (FAA)

23 SEP 2010 to 21 OCT 2010

NOTE: Rwy 17, trees beginning 31' from DER, 287' left of centerline, up to 7' AGL/1024' MSL. Trees beginning 84' from DER, 428' right of centerline, up to 61' AGL/ 1041' MSL. Rwy 35, trees and rising terrain beginning 36' from DER, 113' left of centerline, up to 30' AGL/1077' MSL. Trees and rising terrain beginning 79' from DER, 119' right of centerline, up to 57' AGL/1105' MSL. Buildings and stacks beginning 711' from DER, 619' right of centerline, up to 57' AGL/ 1082' MSL. Train on railroad tracks 1636' from DER, left and right of centerline, 23' AGL/1085' MSL.

CAMDENTON, MO

CAMDENTON MEMORIAL (H21)

AMDT 1 10266 (FAA)

NOTE: Rwy 15, trees beginning 2' from DER, 199' right of centerline, up to 100' AGL/1189' MSL. Trees beginning 25' from DER, 150' left of centerline, up to 100' AGL/1159' MSL. Power poles beginning 230' from DER, 502' right of centerline, up to 38' AGL/1078' MSL. Vehicle on road beginning 88' from DER, 257' right of centerline, up to 15' AGL/1085' MSL. REIL 39' from DER, 76' right of centerline, up to 2' AGL/1061' MSL REIL 40' from DER, 76' left of centerline, up to 2' AGL/ 1061'MSL. Rwy 33, trees beginning 42' from DER, 42' right of centerline, up to 100' AGL/1159' MSL, Trees beginning 3' from DER, 130' left of centerline, up to 100' AGL/1159' MSL. Power poles beginning 575' from DER. 65' right of centerline, up to 30' AGL/1072' MSL. Power poles beginning 244' from DER, 142' left of centerline, up to 30' AGL/1101' MSL. Light poles beginning 142' from DER, 319' left of centerline, up to 26' AGL/1083' MSL. Fuel tank 72' from DER, 263' left of centerline, up to 17' AGL/1077' MSL. REIL 40' from DER, 76' right of centerline, up to 5' AGL/1054' MSL, REIL 41' from DER. 76' left of centerline, up to 5' AGL/1054' MSL, Fence 272' from DER, 258' left of centerline, up to 1' AGL/1059' MSL, Buildings beginning 150' from DER, 296' left of centerline, up to 20' AGL/1080' MSL.

CAPE GIRARDEAU, MO

CAPE GIRARDEAU RGNL (CGI)

AMDT 7A 10098 (FAA)

TAKE-OFF MINIMUMS: Rwy 10, 300-1 or std. w/min climb of 230' per NM to 600. Rwy 20, 300-1 or std. with a min, climb rate of 265' per NM to 600.

DEPARTURE PROCEDURE: Rwv 2. north and west departures (200° CW 035°), climb to 3500 via heading 035° before proceeding on course. Rwy 28, climb heading 280° to 1000 before turning northbound.

NOTE: Rwy 2, tree 899' from DER, 181' right of centerline, 40' AGL/370' MSL. Rwy 10, trees beginning 2576' from DER, 216' right of centerline, up to 97' AGL/ 476' MSL. Pole 1394' from DER, 802' left of centerline, 42' AGL/381' MSL. Rwy 20, trees beginning 178' from DER, 378' left of centerline, up to 92' AGL/531' MSL. Trees beginning 1524' from DER, 389' right of centerline, up to 92' AGL/515' MSL.

CARROLL. IA

ARTHUR N. NEU (CIN) ORIG 90263 (FAA) TAKE-OFF MINIMUMS: Rwys 3, 13, 21, 31, 300-1.

CARUTHERSVILLE, MO

CARUTHERSVILLE MEMORIAL (M05) ORIG 03135 (FAA)

TAKE-OFF MINIMUMS: Rwy 36, 300-2 or std. with a min. climb of 250' per NM to 600.

NOTE: Rwy 36, tower, 6503' from departure end of runway, 534' right of centerline, 202' AGL/470' MSL.

CASSVILLE. MO

CASSVILLE MUNI (94K)

ORIG 10154 (FAA)

NOTE: Rwv 9. tank 4668' from DER, 1209' left of centerline, 136' AGL/1616' MSL. Tower 4322' from DER, 1224' left of centerline, 140' AGL/1600' MSL, Powerlines 1530' from DER, on centerline, 75' AGL/ 1544'MSL.

CEDAR RAPIDS, IA

THE EASTERN IOWA (CID)

AMDT 4 10266 (FAA)

NOTE: Rwy 9, building 354' from DER, 563' right of centerline, 22' AGL/873' MSL. Pole 678' from DER, 642' right of centerline, 33' AGL/884' MSL, Obstruction light on building 1133' from DER, 596' right of centerline, 41' AGL/890' MSL. Antennas beginning 491' from DER, 314' left of centerline, up to 28' AGL/879' MSL. Rwy 13, vehicles on road 961' from DER, 709' left of centerline, up to 15' AGL/874' MSL. Rwy 27, poles beginning 1338' from DER, 700' right of centerline, up to 34' AGL/ 895' MSL. Rwy 31, vehicles on road beginning 28' from DER, left and right of centerline, up to 17' AGL/876' MSL. Tree 3464' from DER, 180' right of centerline, 100' AGL/979' MSL.

CENTERVILLE, IA

CENTERVILLE MUNI (TVK)

ORIG 10154 (FAA)

NOTE: Rwy 16, trees beginning 37' from DER, 282' left of centerline, up to 25' AGL/1034' MSL. Trees beginning 86' from DER, 213' right of centerline, up to 20' AGL/ 1031'MSL.

CHARITON, IA

23 SEP 2010 to 21 OCT 2010

CHARITON MUNI (CNC)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: Rwy 10, std. w/min. climb of 223' per NM to 1700 or 900-21/2 for climb in visual

DEPARTURE PROCEDURE: Rwy 10, for climb in visual conditions cross Chariton Muni airport at or above 1800 MSL before proceeding on course.

NOTE: Rwy 10, tower 2.62 NM from DER, 2173' left of centerline, 470' AGL/1480' MSL. Rwy 17, hangar 13' from DER, 429' left of centerline, 25' AGL/1084' MSL. Vehicle on road beginning 506' from DER, from left to right of centerline, up to 15' AGL/1074' MSL. Tree 2720' from DER, 451' right of centerline, 100' AGL/1159' MSL. Rwy 35, vehicle on road 17' from DER, 421' left of centerline, 15' AGL/1054' MSL.

CHARLES CITY, IA

NORTHEAST IOWA RGNL (CCY) ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: Rwys 4, 17, 22, 35, NA-Environmental.

NOTE: Rwy 12, trees beginning 1002' from departure end of runway, 351' right of centerline, up to 100' AGL/ 1209' MSL. Rwy 30, trees beginning 1804' from departure end of runway, 621' right of centerline, up to 100'AGL/1229'MSL.

CHEROKEE.IA

CHEROKEE COUNTY RGNL (CKP) AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: Rwvs 1.19. NAenvironmental. Rwy 36, 300-11/4 or std. w/min. climb of 373' per NM to 1600.

DEPARTURE PROCEDURE: Rwy 18, climb heading 178° to 1700 before proceeding on course, Rwy 36. climb heading 358° to 1900 before proceeding on

NOTE: Rwy 18, rising terrain, buildings, vehicles on road, poles, signs, trees beginning at DER, 305' left of centerline, up to 65' AGL/1298' MSL. Trains on railroad beginning at DER, 348' right of centerline, up to 23' AGL/1242' MSL. Rwy 36, vehicles on road, trees beginning at DER, 416' left of centerline, up to 65' AGL/ 1284' MSL. Row of trees 726' from DER, from left to right of centerline, up to 65' AGL/1284' MSL. Building 741' from DER, 557' right of centerline, 24' AGL/1239' MSL. Tower 5267' from DER, 382' left of centerline, 160' AGL/1390'MSL, Tower 6206' from DER, 171' right of centerline, 160' AGL/1440' MSL

CHILLICOTHE, MO

CHILLICOTHE MUNI (CHT)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: Rwys 2, 20, NA-Environmental. NOTE: Rwy 14, trees beginning 287' from DER, 261' left of centerline, up to 150' AGL/884' MSL. Vehicle on road 542' from DER, 454' right of centerline, 15' AGL/779' MSL. Antenna 1338' from DER, 349' left of centerline, 46' AGL/806' MSL, Tree 3217' from DER, 1285' right of centerline, 150' AGL/884' MSL. Rwy 32, trees beginning 12' from DER, 63' left of centerline, up to 150' AGL/898' MSL. Pole 142' from DER, 368' left of centerline, 43' AGL/792' MSL. Trees beginning 164' from DER, 129' right of centerline, up to 150' AGL/924'

CLARINDA, IA

SCHENCK FIELD (ICL)

AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: Rwys 13, 31, NA-Environmental. DEPARTURE PROCEDURE: Rwy 2, climb heading 020° to 1700 before turning left.

NOTE: Rwy 2, trees 129' from DER, 146' left of centerline, 40' AGL/1030' MSL. Rwy 20, trees beginning 78' from DER, 75' right of centerline, up to 89' AGL/1069' MSL. Trees beginning 716' from DER, 40' left of centerline, up to 72' AGL/1052' MSL. Pole 2125' from DER, 187' right of centerline, 67' AGL/1047' MSL. Pole 1825' from DER, 482' left of centerline, 57 AGL/1037' MSL. Road 465' from DER, 302' right of centerline, up to 28' AGL/1008' MSL. Vehicle on road 408' from DER, 52' left of centerline, up to 25' AGL/1005'

CLARION, IA

CLARION MUNI (CAV)

AMDT 1 10042 (FAA)

NOTE: Rwy 14, tree 345' from DER, 551' left of centerline, 100' AGL/1264' MSL. Rwy 32, trees beginning 134' from DER, 396' left of centerline, up to 100' AGL/1254' MSL. Vehicle on road 333' from DER, 572' right of centerline, up to 15' AGL/1174' MSL.

CLINTON, IA

CLINTON MUNI (CWI)

AMDT 1 10126 (FAA)

NOTE: Rwy 3, trees beginning 34' from DER, 393' left of centerline, up to 20' AGL/711' MSL. Obstruction light on DME 387' from DER, 264' left of centerline, 11' AGL/ 720' MSL. Rwy 14, vehicle on road 56' from DER, 483' right of centerline, 15' AGL/694' MSL. Vehicle on road 391' from DER, 3' left of centerline, 15' AGL/702' MSL, Rwy 21, tree 405' from DER, 500' left of centerline, 16' AGL/706' MSL. Rwy 32, vehicle on road 38' from DER, 319' left of centerline, 15' AGL/716' MSL, Fence 169' from DER, 192' right of centerline, 8' AGL/706' MSL Vehicle on road 508' from DER, 8' left of centerline, 15' AGL/718' MSL. Trees beginning 1302' from DER, 448' left of centerline, up to 68' AGL/767' MSL. Antenna on hopper 1315' from DER, 850' left of centerline, 82' AGL/ 781 MSL.

COLUMBIA, MO

COLUMBIA RGNL (COU)

AMDT 4 92233 (FAA)

TAKE-OFF MINIMUMS: Rwy 31, 800-2 or std. with a min. climb of 230' per NM to 1900.

DEPARTURE PROCEDURE: Rwv 31, north or east bound, climb to 1900 on runway heading before proceeding on course.

CORNING, IA

23 SEP 2010 to 21 OCT 2010

CORNING MUNI (CRZ)

AMDT 2 07354 (FAA)

NOTE: Rwy 18, road w/vehicle, 159' from departure end of runway, on centerline, 23' AGL/1262' MSL. Trees beginning 161' from departure end of runway, 110' left of centerline, up to 100 AGL/1329' MSL. Rwy 36, trees beginning 945' from departure end of runway, 319' left of centerline, up to 100' AGL/1339' MSL. Tree 1212' from departure end of runway, 653' right of centerline, 100' AGL/1309'MSL.

COUNCIL BLUFFS. IA

COUNCIL BLUFFS MUNI (CBF)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: Rwys 14,32, NA-Runway under construction.

NOTE: Rwy 36, trees 1196' from departure end of runway, 453' right of centerline, 100' AGL/1279' MSL.

CRESCO.IA

ELLEN CHURCH FIELD (CJJ)

ORIG 88182 (FAA)

DEPARTURE PROCEDURE: Rwys 15, 33, climb runway heading to 1700 before turning.

CRESTON.IA

CRESTON MUNI (CSQ)

AMDT 2 07018 (FAA)

TAKE-OFF MINIMUMS: Rwvs 4, 22, NA-Environmental. NOTE: Rwy 16, multiple trees and terrain beginning 152' from departure end of runway, 128' left of centerline, up to 70' AGL/1360' MSL. Multiple bushes and terrain beginning 91' from departure end of runway, 93' right of centerline, up to 10' AGL/1313' MSL. Pole 242' from departure end of runway, 199' right of centerline, 7' AGL/ 1301'MSL, Rwv 34, terrain 561' from departure end of runway, 17' left of centerline, 1309' MSL. Terrain beginning 169' from departure end of runway, 236' right of centerline, up to 1309' MSL. Road/vehicle 756' from departure end of runway, on centerline, 15' AGL/1314' MSL.

CUBA, MO

CUBA MUNI (UBX)

AMDT 1 83062 (FAA)

TAKE-OFF MINIMUMS: Rwy 18, 200-1 or std. with a min, climb of 240' per NM to 1100, Rwv 36, 200-1 or std. with a min. climb of 340' per NM to 1200.

DAVENPORT.IA

DAVENPORT MUNI (DVN)

AMDT 1 84271 (FAA)

TAKE-OFF MINIMUMS: Rwy 3, 300-1.

DEPARTURE PROCEDURE: Rwys 15,21, climb runway heading to 3000 before turning left.

DECORAH, IA

DECORAH MUNI (DEH)

AMDT 1 08157 (FAA)

DEPARTURE PROCEDURE: Rwy 29, Climb heading 294° to 1600 before turning left.

NOTE: Rwy 11, terrain beginning 70' from departure end of runway, 44' left of centerline, up to 0' AGL/1199' MSL. Terrain beginning 121' from departure end of runway, 49' right of centerline, up to 0' AGL/1199' MSL. Rwy 29, terrain beginning 67' from departure end of runway, 151' left of centerline, up to 0' AGL/1179' MSL, Terrain beginning 119' from departure end of runway, 125' right of centerline, up to 0' AGL/1179' MSL.

DENISON, IA

DENISON MUNI (DNS)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: Rwys 6, 18, 24, 36, NA-Environmental.

NOTE: Rwy 12, trees beginning 10' from departure end of runway, 202' left of centerline, up to 100' AGL/1352' MSL, trees beginning 293' from departure end of runway, 190' right of centerline, up to 100' AGL/1352' MSL.

DES MOINES. IA

DES MOINES INTL (DSM) AMDT 10 03135 (FAA)

NOTE: Rwy 5, tree 1057' from departure end of runway, 644' left of centerline, 69' AGL/1004' MSL, Tree 2398 from departure end of runway, 567'right of centerline, 89' AGL/1024' MSL. Tree 1701' from departure end of runway, 564' left of centerline, 70' AGL/1005' MSL. Tree 3176' from departure end of runway, 425' right of centerline, 106' AGL/1041' MSL. Tree 2610' from departure end of runway, 774' right of centerline, 91' AGL/ 1026' MSL. Pole 1202' from departure end of runway, 500' left of centerline, 55' AGL/990' MSL. Tree 1541' from departure end of runway, 390' left of centerline, 54' AGL/ 989' MSL, Pole 2281' from departure end of runway, 365' right of centerline, 71' AGL/1001' MSL. Pole 2306' from departure end of runway, 371' right of centerline, 66' AGL/ 1001'MSL. Tree 2306' from departure end of runway, 371' left of centerline, 59' AGL/994' MSL. Tree 3754' from departure end of runway, 270' left of centerline, 96' AGL/ 1031'MSL. Obstruction light 191' from departure end of runway, 253' left of centerline, 6' AGL/941' MSL. Rwy 13, tree 727' from departure end of runway, 619' right of centerline, 40' AGL/997' MSL. Tree 1093' from departure end of runway, 690' right of centerline, 46' AGL/1003' MSL. Tree 799' from departure end of runway, 598' right of centerline, 32' AGL/989' MSL. Tree 1266' from departure end of runway, 652' right of centerline, 43' AGL/ 1000' MSL. Tree 1427' from departure end of runway, 830' left of centerline, 45' AGL/1002' MSL. Tree 1793' from departure end of runway, 794' right of centerline, 48' AGL/ 1005' MSL. Rwy 31, tree 2492' from departure end of runway, 912' right of centerline, 66' AGL/977' MSL.

DEXTER, MO

23 SEP 2010 to 21 OCT 2010

DEXTER MUNI (DXE)

AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: Rwy 36, std. w/min. climb of 251' per NM to 1100 or 900-21/2 for climb in visual conditions. DEPARTURE PROCEDURE: Rwy 36, for climb in visual conditions: Cross Dexter Muni airport at or above 1100 MSL before proceding on course.

NOTE: Rwy 36, trees and wind sock beginning 144' from departure end of runway, 128' right of centerline, up to 87' AGL/399' MSL. Trees beginning 2295' from departure end of runway, 169' right of centerline, up to 78' AGL/388' MSL. Trees beginning 2342' from departure end of runway, 164' left of centerline, up to 74' AGL/387' MSL.

DUBUQUE, IA

DUBUQUE RGNL (DBQ)

ORIG 06271 (FAA)

TAKE-OFF MINIMUMS: Rwy 13, 200-11/4 or std. w/min. climb of 226' per NM to 1300, or alternatively, w/standard takeoff minimums and a normal 200 / NM climb gradient. takeoff must occur no later than 1700' prior to departure

NOTE: Rwy 13, multiple trees and poles beginning 2916' from departure end of runway, 20' left of centerline, up to 74' AGL/1185' MSL. Multiple trees and poles beginning 4857' from departure end of runway, 559' right of centerline, up to 68' AGL/1227' MSL. Rwy 18, elevator 3457' from departure endof runway, 242' left of centerline, 80' AGL/1150' MSL. Tree 1987' from departure end of runway, 938' right of centerline, 77' AGL/1088' MSL. Rwy 31, tower and multiple trees beginning 2427' from departure end of runway, 490' left of centerline, up to 85'

EAGLE GROVE. IA

EAGLE GROVE MUNI (EAG)

AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: Rwvs 1.19. NA-Enviromental. NOTE: Rwy 13, vehicle on road 520' from DER, 495' left of centerline, 15' AGL/1154' MSL. Train on tracks, 493' from DER, 626' left of centerline, 23' AGL/1152' MSL. Trees beginning 4352' from DER, 1120' left of centerline, up to 100' AGL/1239' MSL, Rwy 31, vehicle on road abeam DER, 281' left of centerline, 15' AGL/ 1154' MSL.

EMMETSBURG.IA

EMMETSBURG MUNI (EGQ)

AMDT 1 10042 (FAA)

TAKE-OFF MINIMUMS: Rwvs 4. 22. 17. 35. NA-

NOTE: Rwv 13, trees beginning 754' from DER, 663' right of centerline, up to 45' AGL/1254' MSL. Rwy 31, trees beginning 392' from DER, 280' left of centerline, up to 45' AGL/1254' MSL. Trees beginning 1001' from DER, 393' right of centerline, up to 45' AGL/1254' MSL.

EXCELSIOR SPRINGS, MO

EXCELSIOR SPRINGS MEMORIAL (3EX)

ORIG 80360 (FAA)

DEPARTURE PROCEDURE: Rwvs 1.19. eastbound departures (010° CW 190°) climb runway heading to 1850 before turning.

FAIRFIELD, IA

FAIRFIELD MUNI (FFL)

ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: Rwys 8, 26, NA-environmental

FARMINGTON, MO

FARMINGTON RGNL (FAM)

AMDT 5 10266 (FAA)

DEPARTURE PROCEDURE: Rwy 20, climb heading 202° to 2100 before turning right.

NOTE: Rwy 2, trees, poles, fence, road, vehicle on road, and buildings beginning 77' from DER, 21' left of centerline, up to 83' AGL/1049' MSL. Trees, poles, antenna, road, and terrain beginning 41' from DER, 3' right of centerline, up to 85' AGL/1045' MSL. Rwy 20, trees beginning 50' from DER, 386' left of centerline, up to 76' AGL/956' MSL. Trees, poles, vehicle on road, and terrain beginning 92' from DER, 175' right of centerline, up to 90' AGL/950' MSL.

FESTUS, MO

FESTUS MEMORIAL (FES)

AMDT 1 90039 (FAA)

TAKE-OFF MINIMUMS: Rwy 36, 700-1 or std. with a min. climb of 400' per NM to 700.

DEPARTURE PROCEDURE: Rwys 18, 36, east departures, climb runway heading to 1500 before turning on course.

10266

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

L6

FOREST CITY, IA

FOREST CITY MUNI (FXY)

AMDT 2 10042 (FAA)

TAKE-OFF MINIMUMS: Rwy 33, 300-21/4 or std. w/a min. climb of 242' per NM to 1700.

DEPARTURE PROCEDURE: Rwv 33, climb heading 332° to 1800 before turning right.

NOTE: Rwy 9, trees beginning 4' from DER, 106' right of centerline, up to 70' AGL/1289' MSL. Trees beginning 551' from DER, 382' left of centerline, up to 70' AGL/ 1269' MSL. Rwy 15, trees beginning 27' from DER, 345' left of centerline, up to 70' AGL/1256' MSL. Posts beginning 7' from DER, 142' right of centerline, up to 10' AGL/1209' MSL. Rwy 27, train 266' from DER, left and right of centerline, up to 23' AGL/1252' MSL, Rwv 33.

of centerline, up to 1223' MSL. Building 182' from DER, 483' left of centerline, 24' AGL/1224' MSL. Electrical systems beginning 250' from DER, 441' left of centerline, up to 47' AGL/1247' MSL. Trees beginning 429' from DER, 26' left of centerline, up to 70' AGL/1235' MSL.

vehicles on road beginning 344' from DER, left and right

FORT DODGE, IA

FORT DODGE RGNL (FOD)

AMDT 1 09351 (FAA)

DEPARTURE PROCEDURE: Rwy 24, Climb heading 243° to 1700 before turning south. NOTE: Rwy 6, trees beginning 106' from DER, 284' left

of centerline, up to 16' AGL/1166' MSL. Trees beginning 1138' from DER, 665' left of centerline, up to 76' AGL/ 1226' MSL. Rwy 12, pole beginning 431' from DER, 504' left of centerline, 31' AGL/1171' MSL. Trees beginning 456' from DER, 481' left of centerline, up to 39' AGL/1179' MSL. Building 592' from DER, 484' left of centerline, 24' AGL/1164' MSL. Poles beginning 1037' from DER, 306' right of centerline, up to 41' AGL/1171' MSL. Trees beginning 1227' from DER, 540' right of centerline, up to 68' AGL/1190' MSL, Feed drop 1901' from DER, 774' right of centerline, 84' AGL/1204' MSL. Rwy 24, sign 54' from DER, 253' left of centerline, 13' AGL/1083' MSL. Sign 57' from DER, 245' right of centerline, up to 15' AGL/1085' MSL. Trees beginning 177' from DER, 495' right of centerline, up to 44' AGL/ 1114' MSL. Rwy 30, trees beginning 71' from DER, left and right of centerline, up to 67' AGL/1167' MSL. Poles

beginning 211' from DER, 421' left of centerline, up to 45' AGL/1135' MSL. Poles beginning 878' from DER,

54' right of centerline, up to 39' AGL/1139' MSL.

FORT MADISON, IA

FORT MADISON MUNI (FSW)

ORIG 10266 (FAA)

NOTE: Rwy 17, trees beginning at DER, 349' right of centerline, up to 125' AGL/844' MSL. Trees beginning at DER, 164' left of centerline, up to 125' AGL/844' MSL. Rwy 35, trees beginning 659' from DER, 304' left of centerline, up to 125' AGL/824' MSL. Trees beginning 3107' from DER, 1184' right of centerline, up to 125' AGL/814'MSL.

FREDERICKTOWN. MO

FREDERICKTOWN RGNL (H88)

ORIG 85213 (FAA)

TAKE-OFF MINIMUMS: Rwys 1, 19, 400-2 or std. with a min. climb of 275' per NM to 1300.

FULTON, MO

ELTON HENSLEY MEMORIAL (FTT)

AMDT 1 09071 (FAA)

DEPARTURE PROCEDURE: Rwy 36, Climb heading 001° to 1400 before turning right

NOTE: Rwy 18, tree 1506' from DER, 809' right of centerline, 100' AGL/989' MSL. Rwy 36, tree 1809' from DER, 272' right of centerline, 46' AGL/923' MSL.

GRINNELL, IA

GRINNELL RGNL (GGI)

AMDT 1 08157 (FAA) NOTE: Rwy 13, road plus vehicles beginning 164' from

1024' MSL. Trees beginning 958' from departure end of runway, 324' left of centerline, up to 50' AGL/1059' MSL. Rwy 31, tree 681' from departure end of runway, 589' right of centerline, up to 75' AGL/1075' MSL. Tree 716' from departure end of runway, 610' left of centerline, up to 50' AGL/1009' MSL. Road plus vehicle beginning 22' from departure end of runway, 215' right of centerline, 15' AGL/995' MSL. Multiple poles and buildings beginning 492' from departure end of runway, 249' right of centerline, up to 23' AGL/1032' MSL.

departure end of runway, 497' left of centerline, 15' AGL/

GUTHRIE CENTER, IA

GUTHRIE COUNTY RGNL (GCT)

ORIG 10126 (FAA)

NOTE: Rwy 18, vehicle on road 599' from DER, 9' left of centerline, 15' AGL/1234' MSL, Tree beginning 1083' from DER, 432' right of centerline, 100' AGL/1319' MSL, Tree beginning 1147' from DER, 141' left of center, 100' AGL/1319' MSL. Rwy 36, tree beginning 1609' from DER, 432' right of centerline, 100' AGL/ 1319' MSL. Tree beginning 604' from DER, 240' left of centerline, 100' AGL/1319' MSL.

HAMPTON, IA

HAMPTON MUNI (HPT)

AMDT 3 95145 (FAA)

TAKE-OFF MINIMUMS: Rwv 17, 400-1, Rwv 35, 300-1,

HANNIBAL, MO

HANNIBAL RGNL (HAE)

ORIG 09127 (FAA)

NOTE: Rwy 17, trees beginning 15' from DER, 205' right of centerline, up to 80' AGL/819' MSL. Rwy 35, trees beginning 377' from DER, 90' left of centerline, up to 60' AGL/809' MSL. Trees beginning 1870' from DER, 103' right of centerline, up to 66' AGL/814' MSL.



AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: Rwys 3, 21, NA-Environmental. Rwy 15, 300-134 or std. w/min. climb of 250' per NM to

NOTE: Rwy 15, vehicle on road beginning 207' from DER, left and right of centerline, up to 17' AGL/1216' MSL. Pole and parked plane beginning 151' from DER. 361' left of centerline, 50' AGL/1210' MSL. Power pole 989' from DER, 9' right of centerline, 50' AGL/1249' MSL, Trees beginning 3253' from DER, 624' left of centerline, up to 100' AGL/1439' MSL. Rwy 33, antenna 1' from DER, 267' left of centerline, 10' AGL/1250' MSL. Rising terrain, trees, and posts beginning 23' from DER, left and right of centerline, up to 92' AGL/1333' MSL. Fence beginning 88' from DER, 73' right of centerline, up to 26' AGL/1286' MSL. Vehicle on road beginning 84' from DER, left and right of centerline, up

to 15' AGL/1379' MSL. HARRISONVILLE. MO

LAWRENCE SMITH MEMORIAL (LRY)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: Rwy 35, 300-134 or std. w/min climb of 346' per NM to 1300.

NOTES: Rwy 17, vehicle on road 660' from departure end of runway, 618' left of centerline, 15' AGL/914' MSL. Tree 26' from departure end of runway, 448' left of centerline, 10' AGL/889' MSL. Multiple trees beginning 178' from departure end of runway, on centerline, up to 88' AGL/937' MSL. Multiple trees beginning 1271' from departure end of runway, 277' left of centerline, up to 53'AGL/932' MSL. Multiple trees beginning 1722' from departure end of runway, 500' right of centerline, up to 100' AGL/959' MSL. Rwy 35, Multiple trees beginning 69' from departure end of runway, 439' left of centerline, up to 57' AGL/984' MSL. Vehicle on road 620' from departure end of runway, on centerline, up to 15' AGL/ 934' MSL. Multiple trees beginning 572' from departure end of runway, 130' right of centerline, up to 69' AGL/ 987' MSL. Multiple trees beginning 2132' from departure end of runway, 103' right of centerline, up to 85' AGL/1034' MSL. Multiple trees beginning 3635' from departure end of runway, 877' right of centerline up to 100' AGL/1059' MSL. Multiple trees beginning 3819' from departure end of runway, 280' left of centerline, up to 100' AGL/1099' MSL. Trees beginning 5443' from departure end of runway, 1738' left of centerline, up to 100' AGL/1079' MSL. Tank 1.5 NM from departure end of runway, 1141' right of centerline, 203' AGL/1153' MSL.

HIGGINSVILLE, MO

HIGGINSVILLE INDUSTRIAL MUNI (HIG) ORIG 06271 (FAA)

NOTE: Rwy 16, multiple trees beginning 87' from departure end of runway, 389' right of centerline, up to 100' AGL/879' MSL. Multiple trees beginning 472' from departure end of runway, 313' left of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 626' from departure end of runway, 472' left of centerline, up to 75' AGL/854' MSL. Rwy 34, multiple trees beginning 23' from departure end of runway, 155' right of centerline, up to 100' AGL/949' MSL. Multiple trees beginning 1860' from departure end of runway, 76' right of centerline, up to 100' AGL/919' MSL. Road 644' from departure end of runway, on centerline, 15' AGL/864' MSL.

AMDT 3 88126 (FAA)

TAKE-OFF MINIMUMS: Rwy 17, IFR take-off NA. DEPARTURE PROCEDURE: Rwy 35, climb runway heading to 4000 before turning.

IOWA CITY, IA

IOWA CITY MUNI (IOW)

AMDT 3A 08185 (FAA)

TAKE-OFF MINIMUMS: Rwy 25, 200-11/2 or std. w/min. climb of 269' per NM to 900. Rwy 30, 300-2 or std. w/ min. climb of 374' per NM to 1100.

DEPARTURE PROCEDURE: Rwy7, climbing right turn heading 180° and IOW VORTAC R-057 to IOW

NOTE: Rwy 7, multiple trees beginning 145' from departure end of runway, 199' left of centerline up to 38' AGL/802' MSL. Road, multiple trees and poles beginning 155' from departure end of runway 4' right of centerline, up to 16' AGL/721' MSL, Rwy 12, multiple trees beginning 227' from departure end of runway, 270' right of centerline up to 20' AGL/737' MSL. Light pole 850' from departure end of runway, 142' right of centerline, 33' AGL/681' MSL. Railroad 1002' from departure end of runway, 6' left of centerline, 25' AGL/ 675' MSL. Road 587' from departure end of runway, 303' left of centerline, 15' AGL/666' MSL. Obstruction light on building 861' from departure end of runway, 315' left of centerline, 32' AGL/682' MSL. Trees beginning 255' from departure end of runway, 464' left of centerline, 50' AGL/699' MSL. Rwy 25, tree 1753' from departure end of runway, 368' right of centerline, 77' AGL/775' MSL. Sign 2233' from departure end of runway, 418 right of centerline, 25' AGL/764' MSL, Obstruction light pole 1723' from departure end of runway, 435' right of centerline, 32' AGL/750' MSL. Building 3654' from departure end of runway, 1034' right of centerline, 31' AGL/768' MSL. Fence 1897' from departure end of runway, 423' left of centerline, 15' AGL/734' MSL. Multiple trees, signs, and obstruction light poles. beginning 2696' from departure end of runway, 343' left of centerline up to 51' AGL/843' MSL. Power pole 2464' from departure end of runway, 248' right of centerline, 39' AGL/780' MSL. Rwy 30, Multiple trees, obstruction light poles, and towers beginning 1115' from departure end of runway, 12' right of centerline up to 258' AGL/936' MSL. Multiple trees and antenna beginning 1662' from departure end of runway, 195' left of centerline, up to 44' AGL/786'MSL.

IOWA FALLS, IA

IOWA FALLS MUNI (IFA) ORIG 09071 (FAA)

NOTE: Rwy 13, multiple trees and buildings beginning 1092' from DER, 349' left of centerline, up to 100' AGL/ 1239' MSL. Rwy 31, multiple trees and buildings beginning 1023' from DER, 750' left of centerline, up to 100' AGL/1259' MSL.



10266

JEFFERSON.IA

JEFFERSON MUNI (EFW) AMDT 3 10266 (FAA)

TAKE-OFF MINIMUMS: Rwys 18, 36, NA-Environmental, Rwv 32, 500-2 or std, w/min, climb of 430' per NM to 1700.

NOTE: Rwv 14. fence 167' from DER, 253' left of centerline, 8' AGL/1048' MSL. Vehicle on road 755' from DER, 461' right of centerline, up to 15' AGL/1074' MSL Rwv 32, rising terrain beginning 16' from DER, 326' left of centerline, up to 1049' MSL. Trees beginning 95' from DER, left and right of centerline, up to 77' AGL/1127 MSL. Vehicle on road beginning 294' from DER, 59' right of centerline, up to 15' AGL/1059' MSL. Antenna 968' from DER, 706' left of centerline, 58' AGL/1108' MSL. Grain elevator 8342' from DER, 1729' left of centerline, 280' AGL/1429' MSL.

JEFFERSON CITY, MO

JEFFERSON CITY MEMORIAL (JEF) AMDT 7 07354 (FAA)

TAKE-OFF MINIMUMS: Rwy 9, 300-134. Rwy 27, 300-11/2 or std. w/ min. climb of 337' per NM to 900. DEPARTURE PROCEDURE: Rwy 9, climb heading 088° to 1200 before proceeding on course. Rwy 12, climb heading 120° to 1100 before proceeding on course. Rwy 27, climb heading 268° to 1100 before proceeding on course. Rwy 30, climb heading 300° to 1000 before proceeding on course.

NOTE: Rwy 9, glideslope antenna 1101' from departure end of runway, 598' right of centerline, 31' AGL/577 MSL. Trees beginning 4022' from departure end of runway, 1487' left to 1110' right of centerline, up to 100' AGL/839' MSL. Rwy 12, trees beginning 2134' from departure end of runway, 980' left of centerline, up to 56' AGL/603' MSL. Rwy 27, hangar and trees beginning 600' from departure end of runway, 199' right of centerline, up to 100' AGL/739' MSL. Antenna on bridge, tower, water treatment plant, and trees beginning 94' from departure end of runway, 113' left of centerliine, up to 100' AGL/759' MSL. Rwy 30, light on DME, sign, tower, poles, and trees beginning 617' from departure end of runway, 216' left of centerline, up to 109' AGL/649' MSL. Vehicles on road, pole and trees beginning 397 from departure end of runway, 265' right of centerline, up to 133' AGL/681' MSL

JOPLIN. MO

JOPLIN RGNL (JLN) AMDT 4 05244 (FAA)

> TAKE-OFF MINIMUMS: Rwy 18, std. with a min. climb of 328' per NM to 2500, or 1500-3 for climb in visual conditions. Rwy 23, std. with a min. climb of 340' per NM to 2500, or 1500-3 for climb in visual

> DEPARTURE PROCEDURE: Rwy 13, climb via heading 134° to 2500 before proceeding on course. Rwy 18, climb via heading 178° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course. Rwy 23, climb via heading 226° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course.

> NOTE: Rwy 5, multiple trees beginning 1250' from departure end of runway, 277' left to 223' right of centerline, up to 60' AGL/1050' MSL. Rwy 13, multiple trees beginning 475' from departure end of runway, 693' left to 1726' right of centerline, up to 100' AGL/1189' MSL. Rwy 18, obstruction light 1161' from departure end of runway, 265' right of centerline, 32' AGL/1007' MSL. Rwy 23, multiple trees beginning 623' from departure end of runway, 267' left of 187' right of centerline, up to 70' AGL/ 1032' MSL. Rwy 31, multiple trees beginning 1141' from departure end of runway, 730' left of centerline, up to 60' AGL/994' MSL.

KAISER/LAKE OZARK, MO

LEE C. FINE MEMORIAL (AIZ) AMDT 1 06271 (FAA)

NOTE: Rwy 3, multiple trees beginning 12' from departure end of runway, 420' left of centerline, up to 37' AGL/906' MSL. Tree 338' from departure end of runway, 481' right of centerline, 44' AGL/913' MSL. Rwy 21, multiple trees beginning 266' from departure end of runway, 395' left of centerline, up to 72' AGL/935' MSL. Multiple trees beginning 235' from departure end of runway, 468' right of centerline, up to 82' AGL/945' MSL.

KANSAS CITY, MO

CHARLES B. WHEELER DOWNTOWN (MKC) AMDT 2 05300 (FAA)

TAKE-OFF MINIMUMS: Rwy 1, 400-2 1/4 or std. with a min, climb of 335' per NM to 2000. Rwv 3, 400-21/2 or std. with a min. climb of 235' per NM to 1900. Rwy 19, 1300-3 or std. with a min. climb of 669' per NM to 2500. Rwy 21, 200-134 or std. with a min. climb of 238' per NM

DEPARTURE PROCEDURE: Rwy 1, climb via heading 008° to 2000 before proceeding on course. Rwy 3, climb via heading 033° to 1900 before proceeding on course. Rwy 19, climb via heading 188° to 2500 before proceeding on course, Rwy 21, climb via heading 213° to 1100 before proceeding on course.

NOTE: Rwy 1, multiple roads, trees, buildings and towers beginning at departure end of runway, 135' left of centerline, up to 100' AGL/1079' MSL. Obstruction light on elevator 3663' from departure end of runway, 1231' right of centerline, 172' AGL/912' MSL, Tree 1.7 NM from departure end of runway, 1564' left of centerline, 100' AGL/1029' MSL. Rwy 3, multiple roads, railroads, poles, buildings, and obstruction lights beginning 40 from departure end of runway, 240' right of centerline, up to 94' AGL/853' MSL. Obstruction light on elevator 829' from departure end of runway 478' right of centerline, 125' AGL/865' MSL. Crane T2.1 NM from departure end of runway, 3151' right of centerline, 296' AGL/1110' MSL. Rwy 19, multiple trees, towers, buildings, and obstruction lights beginning 282' from departure end of runway, 279' right of centerline, up to 291' AGL/1251' MSL, tower 2.5 NM from departure end of runway, 3165' left of centerline, 1168' AGL/2049' MSL. Rwy 21, multiple bridge, levee, trees, cranes, towers, and buildings beginning 205' from departure end of runway, 476' right of centerline, up to 118' AGL/858' MSL, obstruction light on elevator 5178' from departure end of runway, 803' left of centerline, 148' AGL/896' MSL, stack 1.3 NM from departure end of runway, 589' left of centerline, 198' AGL/948' MSL.

KANSAS CITY INTL (MCI) ORIG 05300 (FAA)

NOTE: Rwy 1R, tree 1653' from departure end of runway, 661'left of centerline, 60' AGL/1019' MSL. Rwy 9, tree 4544' from departure end of runway, 638' right of centerline, 100' AGL/1159' MSL. Rwy 27, trees beginning 1066' from departure end of runway, across centerline, up to 86' AGL/1095' MSL.

KENNETT, MO

KENNETT MEMORIAL (TKX)

AMDT 1 05356 (FAA)

NOTE: Rwy 2, tree 1869' from departure end of runway, 637' right of centerline, 78' AGL/338' MSL. Tree 1919' from departure end of runway, 648' right of centerline, 78' AGL/337' MSL. Rwy 20, tree 2018' from departure end of runway, 75' left of centerline, 65' AGL/320' MSL. Tree 1938' from departure end of runway, 297' left of centelrine, 69' AGL/328' MSL. Dead tree 1057' from departure end of runway, 324' right of centerline, 46' AGL/300' MSL. Treeline 1083' from departure end of runway, 408' right of centerline, 44' AGL/298' MSL. Treeline 1085' from departure end of runway, 420' right of centerline, 45' AGL/299' MSL,

KEOKUK.IA

KEOKUK MUNI (EOK) ORIG 06271 (FAA)

NOTE: Rwy 8, tree 79' from departure end of runway, 513' right of centerline, 26' AGL/695' MSL. Fence and trees 102' from departure end of runway, 298' left of centerline, 37' AGL/706' MSL. Rwy 14, multiple trees 200' from departure end of runway, 156' left of centerline, 65' AGL/ 704' MSL. Multiple trees 172' from departure end of runway, 92' right of centerline, 70' AGL/739' MSL. Rwy 26, tree 298' from departure end of runway, 496' left of centerline, 56' AGL/695' MSL, Tank and trees 351' from departure end of runway, 508' right of centerline, 111' AGL/790' MSL. Rwv 32, multiple trees 303' from departure end of runway, 243' left of centerline 56' AGL/

725' MSL. Hanger and tree 281' from departure end of

runway, 442' right of centerline, 61' AGL/730' MSL.

KIRKSVILLE, MO

KIRKSVILLE RGNL (IRK) ORIG 07186 (FAA)

TAKE-OFF MINIMUMS: Rwvs 9, 27, NA-turf runways. NOTE: Rwv 18, multiple trees beginning 986' from departure end of runway, 278' left of centerline, up to 44' AGL/1023' MSL. Rwy 36, multiple trees and poles beginning 935' from departure end of runway, 179' right

of centerline, up to 54' AGL/1033' MSL. Obstruction light on DME antenna 649' from departure end of runway, 269' right of centerline, 7' AGL/986' MSL. Truck on road beginning 1081' from departure end of runway, 785' right of centerline, 17' AGL/996' MSL. Tree 326' from departure end of runway, 473' left of centerline, 17' AGL/ 976' MSL.

KNOXVILLE, IA

KNOXVILLE (OXV)

ORIG 10098 (FAA)

NOTE: Rwy 15, vehicle and road beginning 49' from DER, 295' left of centerline, up to 15' AGL/937' MSL Trees beginning 387' from DER, 389' right of centerline, up to 100' AGL/1029' MSL. Poles beginning 407' from DER, 224' left of centerline, up to 61' AGL/962' MSL. Buildings beginning 506' from DER, 406' right of centerline, up to 28' AGL/948' MSL. Trees beginning 685' from DER, 396' left of centerline, up to 100' AGL/ 1029' MSL. Rwy 33, trees beginning 33' from DER, 440' left of centerline, up to 73' AGL/963' MSL, Trees beginning 39' from DER, 465' right of centerline, up to 100' AGL/1029' MSL. Fence beginning 86' from DER, 350' right of centerline, up to 9' AGL/930' MSL. Vehicle and road beginning 158' from DER, 490' right of centerline, up to 15' AGL/931' MSL.

LAMAR, MO

LAMAR MUNI (LLU) ORIG 08101 (FAA)

NOTE: Rwy 3, Road/Vehicle 201' from departure end of runway, 512' left of centerline, 15' AGL/1014' MSL. Road/ Vehicle 385' from departure end of runway, 158' left of centerline, 15' AGL/1014' MSL. School 534' from departure end of runway, 386' right of centerline, 16' AGL/ 1015'MSL. Rwy 21, Road/Vehicle 274' from departure end of runway, 387' left of centerline, 15' AGL/1024' MSL



 $\overline{f V}$ TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{f V}$

LE MARS. IA

LE MARS MUNI (LRJ)

AMDT 1A 07283 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, turn right, heading 270°, climb to 3500 before turning on course.

neading 270*, climb to 3500 before turning on course. Rwy 36, climb to 3500 before turning on course. NOTE: Rwy 18, vehicle on road, 293 from departure end of runway, 292' left of centerline, 17' AGL/1216' MSL.

LEBANON, MO

FLOYD W JONES LEBANON (LBO)

ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1½ or std. w/ min. climb of 245' per NM to 1600', or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2000' prior to DER.

NOTE: **Rwy 18**, multiple trees beginning 49' from DER,

388' right of centerline, up to 88' AGL/1398' MSL. Pole 440' from DER, 409' right of centerline, up to 44' AGL/ 1334' MSL. Rwy 36, multiple poles and trees beginning 151' from DER, 366' left of centerline, up to 72' AGL/ 1372' MSL. Multiple trees beginning 679' from DER, 504' right of centerline, up to 67' AGL/1367' MSL. Tower 5528' from DER, 186' right of centerline, up to 182' AGL/ 1472' MSL.

LEE'S SUMMIT, MO

LEE'S SUMMIT MUNI (LXT)

ORIG 07242 (FAA)

NOTE: Rwy 18, multiple trees beginning 13' from departure end of runway, 116' left of centerline, up to 63' AGL/1062' MSL. Rwy 11, building 140' from departure end of runway, 388' left of centerline, 24' AGL/1023' MSL. Multiple buildings 169' from departure end of runway. 334' right of centerline, 26' AGL/1019' MSL. Multiple trees beginning 233' from departure end of runway. 182' left of centerline, up to 40' AGL/ 1039' MSL. Rwv 29. multiple antennas and poles 402' from departure end of runway, 408' right of centerline, up to 35' AGL/1024' MSL. Tank 344' from departure end of runway, 419' right of centerline, 13' AGL/1002' MSL. Multiple trees beginning 648' from departure end of runway, 73' left of centerline, up to 67' AGL/1036' MSL. Rwy 36, pole 77' from departure end of runway, 316' right of centerline, 11' AGL/1010' MSL. Post 39' from departure end of runway, 461' right of centerline, 8' AGL/1007' MSL. Multiple trees beginning 206' from departure end of runway, 241' right of centerline, up to 39' AGL/1028' MSL. Multiple

LEXINGTON, MO

LEXINGTON MUNI (4K3)

TAKE-OFF MINIMUMS: Rwys 13, 18, 31, 36, std. except NA at night. Rwy 4, 300-1 or std. with a min. climb of 220' per NM to 800.

trees beginning 241' from departure end of runway, 93'

left of centerline, up to 36' AGL/1015' MSL.

MALDEN, MO

MALDEN RGNL (MAW)

ORIG 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb heading 317° to 900 before turning left.

NOTE: **Rwy 14**, trees 1619' from DER, 856' right of

centerline, 100' AGL/394' MSL. **Rwy18**, trees 2744' from DER, 996' left of centerline, 100' AGL/394' MSL. Trees 2766' from DER, 1042' right of centerline, 100' AGL/394' MSL. **Rwy36**, trees 2841' from DER, 1157'

left of centerline. 100' AGL/399' MSL.

MAPLETON, IA

JAMES G. WHITING MEMORIAL FIELD (MEY) AMDT 1 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 400-2¾ or std. w/ min. climb of 417' per NM to 1700. **Rwy 20**, 500-2¾ or std. w/ a min. climb of 249' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 019° to 1700 before turning left. **Rwy 20**, climb heading 199° to 1700 before turning left.

NOTE: **Rwy 2**, tree 5817' from DER, 748' left of centerline, 100' AGL/1419' MSL.

MAQUOKETA, IA

MAQUOKETA MUNI (OQW)

AMDT 1 10154 (FAA)

NOTE: Rwy 15, terrain beginning 175' from DER, 59' right of centerline, up to 824' MSL. Trees beginning 2209' from DER, 222' right of centerline, up to 50' AGL/889' MSL. Terrain beginning 94' from DER, 70' left of centerline, up to 745' MSL. Rwy 33, multiple power lines beginning 992' from DER, left and right of centerline, up to 50' AGL/829' MSL. Trees beginning 1423' from DER, 607' right of centerline, up to 50' AGL/909' MSL. Terrain beginning 1030' from DER, 655' right of centerline, up to 909' MSL.

MARSHALL, MO

MARSHALL MEMORIAL MUNI (MHL)

ORIG 05356 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, std. with a min. climb of 284' per NM to 2100, or 1300-3 for climb in visual conditions. **Rwy 27**, std. with a min. climb of 300' per NM to 2100, or 1300-2½ for climb in visual conditions. **Rwy 36**, std. with a min. climb of 263' per NM to 1500, or 1300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwys 18, 27, 36, for climb in visual conditions: Cross Marshall Memorial Muni airportat or above 1900 MSL before proceeding on course.

NOTE: Rwy 36, tower 319' from departure end of runway, 483' right of centerline, 53' AGL/817' MSL. Tower 1.9 NM from departure end of runway, 1.1 NM left of centerline, 382' AGL/1162' MSL.

MARSHALLTOWN. IA

MARSHALLTOWN MUNI (MIW)

ORIG 10266 (FAA)

NOTE: Rwy 13, vehicle on roadway beginning 245' from DER, 364' right of centerline, up to 15' AGL/994' MSL. Trees beginning 1789' from DER, right and left of centerline, up to 100' AGL/1079' MSL. Rwy 18, trees beginning 859' from DER, 208' right of centerline, up to 100' AGL/1069' MSL. Rwy 36, trees beginning 911' from DER, right and left of centerline, up to 100' AGL/1089' MSL.

10266

23 SEP 2010 to 21 OCT 2010

 $\mathbf{\nabla}$

MARYVILLE, MO

NORTHWEST MISSOURI RGNL (EVU)

AMDT 3 09183 (FAA)

TAKE-OFF MINIMUMS: Rwv 36, std, w/min, climb of 260' per NM to 2000 or 1100-21/2 for climb in visual conditions. DEPARTURE PROCEDURE: Rwy 32, climb via heading 323° to 1800 before turning right. Rwv 36, for climb in visual

conditions cross Northwest Missouri Rgnl airport at or above 2100 MSL before proceeding on course. NOTE: Rwy 32, tree 436' from DER, 321' left of centerline, 58'AGL/1156'MSL.

MEXICO, MO

MEXICO MEMORIAL (MYJ)

ORIG 04050 (FAA)

TAKE-OFF MINIMUMS: Rwy 24, std. with a min. climb of 230' per NM to 2200, or 900-21/2 for climb in visual conditions. Rwy 36, NA, obstacles.

DEPARTURE PROCEDURE: Rwy 24, for climb in visual conditions: cross Mexico Memorial Airport at or above 1700. NOTE: Rwy 6, multiple trees and antennas beginning 60' from departure end of runway, left and right of centerline, up to 100' AGL/902' MSL.

MILFORD, IA

FULLER (4D8)

TAKE-OFF MINIMUMS: Rwys 9, 18, 36, 300-1. 600-2 DEPARTURE PROCEDURE: Rwys 9, 18, 36, climb runway heading to 2000 before turning.

MONETT, MO

23 SEP 2010 to 21 OCT 2010

MONETT MUNI (HFJ) AMDT 1 10266 (FAA)

> NOTE: Rwy 18, trees and fence beginning 1' from DER, 437' left of centerline, up to 100' AGL/1389' MSL, Trees beginning 1106' from DER, 292' right of centerline, up to 100'AGL/1389'MSL. Rwy 36, multiple antennas, buildings, trees, light poles and hangars beginning 24' from DER, 399' right of centerline, up to 100' AGL/1409' MSL. Tree 1005'

from DER, 520' left of centerline, 63' AGL/1353' MSL,

MONTICELLO, IA

MONTICELLO RGNL (MXO) AMDT 4 01361 (FAA)

NOTE: Rwy 15, 969' MSL tree 2849' from departure end of runway, 60' right of centerline.

MONTICELLO, MO

LEWIS COUNTY RGNL (6M6) ORIG 06271 (FAA)

NOTE: Rwy 36, tree 2609' from departure end of runway, 980' right of centerline, 45' AGL/741' MSL.

MOSBY, MO

MIDWEST NATIONAL AIR CENTER (GPH)

AMDT 1 07354 (FAA) NOTE: Rwy 18, multiple trees beginning 1562' from

departure end of runway, 16' right of centerline, up to 100' AGL/861' MSL. Multiple trees beginning 1278' from departure end of runway, 46' left of centerline, up to 100' AGL/859' MSL. Rwy 36, multiple trees beginning 2224' from departure end of runway, 57' right of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 2302' from

departure end of runway, 231' left of centerline, up to 100'

MOUNT PLEASANT. IA

MOUNT PLEASANT MUNI (MPZ)

AMDT 2 10266 (FAA) TAKE-OFF MINIMUMS: Rwvs 3. 21. NA-

Environmental. Rwy 33,400-21/2 or std. w/min. climb of 244' per NM to 1300. NOTE: Rwy 15, equipment 3' from DER, 261' right of centerline, up to 10' AGL/734' MSL, Rwv 33, trees beginning 178' from DER, 235' right of centerline, up to 80' AGL/751' MSL. Trees beginning 333' from DER. 209' left of centerline, up to 80' AGL/753' MSL.

MOUNTAIN GROVE, MO

MOUNTAIN GROVE MEMORIAL (1MO)

AMDT 1 10070 (FAA)

TAKE-OFF MINIMUMS: Rwy 8, 300-11/4 or std. w/min. climb of 221' per NM to 1700, or alternatively, with standard take-off minimums and a normal 2001/NM climb gradient, take-off must occur no later than 1600' prior to

DEPARTURE PROCEDURE: Rwv 8. climb heading 080° to 2100 before turning right.

NOTE: Rwy 8, trees beginning 24' from DER, 139' right of centerline, up to 100' AGL/1639' MSL. Trees beginning 37' from DER, 115' left of centerline, up to 100' AGL/1619' MSL. Vehicles on road beginning 217' from DER, on centerline, up to 15' AGL/1514' MSL. Rwy 26, trees beginning 4' from DER, 64' right of centerline, up to 100' AGL/1579' MSL. Trees beginning 32' from DER, 81' left of centerline, up to 100' AGL/ 1579' MSL.

MOUNTAIN VIEW, MO

MOUNTAIN VIEW (MNF)

AMDT 3 93007 (FAA)

TAKE-OFF MINIMUMS: Rwv 28, 600-2 or std. with a min. climb of 220' per NM to 1900.

DEPARTURE PROCEDURE: All runways climb to 1900 via runway heading before proceeding on course.

MUSCATINE, IA

MUSCATINE MUNI (MUT)

DEPARTURE PROCEDURE: Rwys 6,24,30, climb runway heading to 2300 before proceeding on course. Rwy 12, climbing left turn to 2300 via DDD R-070 before proceeding on course.

NEOSHO. MO

NEOSHO HUGH ROBINSON (EOS) ORIG 07130 (FAA)

NOTE: Rwy 1, multiple trees and power poles beginning 198' from departure end of runway, 168' left of centerline. up to 100' AGL/1319' MSL. Multiple trees and power poles beginning 82' from departure end of runway, 22' right of centerline, up to 100' AGL/1339' MSL. Rwy 19, truck on road 346' from departure end of runway, 592' left of centerline, 17' AGL/1266' MSL. Multiple trees, tower and truck on road beginning 142' from departure end of runway, 432' right of centerline, up to 160' AGL/1396'

10266



$oldsymbol{ abla}$ take-off minimums and (obstacle) departure procedures $oldsymbol{ abla}$

NEVADA. MO

NEVADA MUNI (NVD)

ORIG 10266 (FAA)

TAKE-OFF MINIMUMS: Rwvs 13.31. NA-Environmental. NOTE: Rwv 2, trees beginning 2000' from DER, left and right of centerline, up to 56' AGL/945' MSL.

NEW MADRID, MO

COUNTY MEMORIAL (EIW)

AMDT 1 83132 (FAA)

DEPARTURE PROCEDURE: Rwvs 18.36, east departures (010° CW 170°) climb to 1200 on runway heading before proceeding on course.

NEWTON, IA

NEWTON MUNI (TNU)

ORIG 07074 (FAA)

NOTE: Rwy 14, truck on road 3112' from departure end of runway, 1243' right of centerline, 15' AGL/964' MSL, tree 7519' from departure end of runway, multiple trees beginning 2996' from departure end of runway, 1200' left of centerline, up to 100' AGL/1059' MSL, Rwv 32, trees 10' from departure end of runway, 437' left of centerline, 30' AGL/989' MSL, sign 126' from departure end of runway, 490' right of centerline, 8' AGL/967' MSL, truck on road 302' from departure end of runway, 513' right of centerline, 17' AGL/976' MSL, multiple trees beginning 531' from departure end of runway, 439' right of centerline, up to 32' AGL/991' MSL.

OELWEIN, IA

23 SEP 2010 to 21 OCT 2010

OELWEIN MUNI (OLZ)

TAKE-OFF MINIMUMS: Rwy 13, 500-1 or std. with a min. climb of 212' per NM to 1700.

ORANGE CITY, IA

ORANGE CITY MUNI (ORC)

ORIG 90291 (FAA)

TAKE-OFF MINIMUMS: Rwy 34, 300-1.

OSAGE BEACH, MO

GRAND GLAIZE-OSAGE BEACH (K15)

AMDT 1 90039 (FAA)

DEPARTURE PROCEDURE: Rwys 14, 32, maintain runway heading to 1200 before turning on course.

OSKALOOSA, IA

OSKALOOSA MUNI (OOA)

ORIG 09295 (FAA)

NOTE: Rwv 13, tree 262' from DER, 477' left of centerline. 100' AGL/939' MSL. Rwy 31, windsock 3' from DER, 357 right of centerline, 13' AGL/852' MSL. NAV 39' from DER, 168' right of centerline, 5' AGL/839' MSL. Tree 988' from DER, 525' right of centerline, 100' AGL/949' MSL. Tree 2056' from DER, 609' right of centerline, 59' AGL/ 893' MSL.

OTTUMWA. IA

OTTUMWA RGNL (OTM)

ORIG 09071 (FAA)

NOTE: Rwv 4, bush 98' from DER, 211' right of centerline, 5' AGL/850' MSL. Tree 629' from DER, 380'

right of centerline, 34' AGL/863' MSL. Tree 847' from DER, 248' right of centerline, 34' AGL/863' MSL. Rwy 13, pole 2026' from DER, 961' left of centerline, 59' AGL/898' MSL. Rwy 22, tree 1010' from DER, 403' right of centerline, 54' AGL/883' MSL, Tree 1072' from DER, 70' right of centerline, 45' AGL/874' MSL, Rwv 31. tree 794' from DER, 661' left of centerline, 56' AGL/885'

PELLA. IA

PELLA MUNI (PEA)

AMDT 1 08325 (FAA)

NOTE: Rwv 16, trees, buildings and ground beginning 9' from departure end of runway, 144' left of centerline, up to 100' AGL/979' MSL. Trees beginning 54' from departure end of runway, 193' right of centerline, up to 100' AGL/959' MSL. Rwy 34, trees and poles beginning 838' from departure end of runway, 135' left of centerline. up to 100' AGL/979' MSL. Trees and poles beginning 226' from departure end of runway, 296' right of centerline, up to 100' AGL/989' MSL. Vehicle on road at departure end of runway, 499' right of centerline, 15' AGL/895' MSL

PERRY, IA

PERRY MUNI (PRO)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: Rwys 4, 22, NA-Environmental. NOTE: Rwv 14. tree 40' from departure end of runway. 180' left of centerline, 13' AGL/1017' MSL. Rwy 32, trees beginning 1882' from departure end of runway, 917' left of centerline, up to 100' AGL/1099' MSL. Vehicles beginning 565' from departure end of runway, right to left of centerline, up to 17' AGL/1036' MSL.

PERRYVILLE, MO

PERRYVILLE MUNI (K02)

ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: Rwy 2, 400-234 or std. w/min. climb of 215' per NM to 900. Alternatively, with standard take-off minimums and normal 200'/NM climb gradient, take-off must occur no later than 1800' prior to DER. Rwy 20, 400-21/2 or std. w/min. climb of 300' per NM to

DEPARTURE PROCEDURE: Rwy 2, climb heading 017° to 1200 before proceeding on course. Rwy 20, climb heading 197° to 900 before turning left.

NOTE: Rwy 2, vehicles on road beginning 3' from DER, 480' right of centerline, up to 15' AGL/384' MSL. Tree 324' from DER, 458' right of centerline, 75' AGL/379' MSL. Tree 412' from DER, 89' left of centerline, 75' AGL/381'MSL. Trees beginning 2.1 NM from DER. 2560' right of centerline, up to 75' AGL/714' MSL, Rwv 20, vehicles on road beginning 483' from DER, 577' left of centerline, up to 15' AGL/386' MSL. Trees beginning 1.1 NM from DER, left and right of centerline, up to 75' AGL/714'MSL.

POCAHONTAS, IA

POCAHONTAS MUNI (POH)

AMDT 2A 09127 (FAA)

TAKE-OFF MINIMUMS: Rwys 18, 36, NA-Turf. Rwy

POINT LOOKOUT, MO

M. GRAHAM CLARK-TANEY COUNTY (PLK) DEPARTURE PROCEDURE: Rwy 11, north departures (290° CW 090°) climb to 1700 on runway heading before proceeding on course.

POPLAR BLUFF, MO

POPLAR BLUFF MUNI (POF)

AMDT 1 07242 (FAA)

NOTE: Rwv 18, multiple trees beginning 511' from departure end of runway, 515' right of centerline, up to 95' AGL/420' MSL. Multiple trees beginning 878' from departure end of runway, 109' left of centerline, upt o 103' AGL/428' MSL. Rwy 36, multiple trees beginning 1163' from departure end of runway, 340' right of centerline, up to 66' AGL/391' MSL. Multiple trees beginning 1191' from departure end of runway, 92' left of centerline, up to 79' AGL/404' MSL.

POTOSI, MO

WASHINGTON COUNTY (8WC)

ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: Rwy 20, 500-21/2 or std. w/ min. climb of 307' per NM to 1500.

DEPARTURE PROCEDURE: Rwy 2, climb heading 017° to 1600 before turning left.

NOTE: Rwy 20, trees 1.67 NM from departure end of runway, 95' left of centerline, 100' AGL/1348' MSL.

REDOAK, IA

23 SEP 2010 to 21 OCT 2010

RED OAK MUNI (RDK)

TAKE-OFF MINIMUMS: Rwy 13, 400-1. Rwys 31,35,

DEPARTURE PROCEDURE: Rwys 5,13,17,31,35 climb runway heading to 1600 before turning eastbound.

ROCK RAPIDS, IA

ROCK RAPIDS MUNI (RRQ) ORIG 88154 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, 300-1.

ROLLA. MO

ROLLA DOWNTOWN (K07)

AMDT 1 03135 (FAA)

TAKE-OFF MINIMUMS: Rwv 9, 400-2 or std. with a min. climb of 311' per NM to 1500.

DEPARTURE PROCEDURE: Rwy 9, climb via heading 090° to 1500 before proceeding on course. NOTE: Rwy 9, tower 9162' from departure end of runway, 975' left of centerline, 155' AGL/1333' MSL.

ROLLA/VICHY, MO

ROLLA NATIONAL (VIH)

ORIG 10266 (FAA)

NOTE: Rwy 13, multiple trees and vehicle on road beginning 465' from DER, 170' left of centerline, up to 68' AGL/1208' MSL. Multiple trees, sign, and vehicle on road beginning 297' from DER, 138' right of centerline, up to 68' AGL/1208' MSL. Rwy 22, multiple trees, terrain, and vehicle on road beginning 161' from DER, 168' left of centerline, up to 107' AGL/1187' MSL. Power pole, terrain, and vehicle on road beginning 126' from DER, 217' right of centerline, up to 36' AGL/1176' MSL. Vehicle on road 613' from DER, on centerline, 15' AGL/1157' MSL. Rwy 31, multiple trees, terrain, and vehicle on road beginning 230' from DER, 91' left of centerline, up to 30' AGL/1170' MSL. Multiple trees beginning 779' from DER, 435' right of centerline, up to 58' AGL/1178' MSL. Vehicle on road 611' from DER, on centerline, 15' AGL/1156' MSL.

SAC CITY, IA

SAC CITY MUNI (SKI)

ORIG 10154 (FAA)

NOTE: Rwy 18, trees beginning 675' from DER, 673' right of centerline, up to 50' AGL/1279' MSL. Rwy 32, vehicles on road beginning 349' from DER, 584' right of centerline, up to 15' AGL/1264' MSL. Rwy 36, vehicles on road beginning 562' from DER, left and right of centerline, up to 15' AGL/1264' MSL.

ST. CHARLES, MO

ST. CHARLES COUNTY SMARTT (SET) AMDT 2 05300 (FAA)

TAKE-OFF MINIMUMS: Rwy 36, std. with a min. climb of 262' per NM to 1300, OR 900-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 36, for climb in visual conditions: cross St. Charles County Smartt airport at or above 1300 before proceeding on

NOTE: Rwy 36, tree 2.3 NM from departure end of runway, 3932' right of centerline, 100' AGL/891'

ST. JOSEPH, MO

ROSECRANS MEMORIAL (STJ)

AMDT 6 05300 (FAA)

TAKE-OFF MINIMUMS: Rwy 31, 400-21/4 or std. with a min, climb of 325' per NM to 1300.

DEPARTURE PROCEDURE: Rwy 13, climb via heading 132° to 2200 before turning left.

NOTE: Rwy 13, tree 3394' from departure end of runway, 655' left of centerline, 100' AGL/919' MSL. Rwy 17, trees beginning 2691' from departure end of runway, across

courseline, up to 109' AGL/928' MSL. Rwy 31, trees beginning 1.18 NM from departure end of runway, 986' left of centerline, up to 100' AGL/1139' MSL.

ST. LOUIS, MO

CREVE COEUR (1H0) AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: Rwv16, 300-21/4 or std. w/min. climb of 206' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway. Rwy 34, 300-21/4 or std. w/min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: Rwy 34, climb heading 338° to 1100 before proceeding on course.

NOTE: Rwy 16, vehicle on road, pole and trees beginning 200' from departure end of runway, 219' right of centerline, up to 100' AGL/546' MSL. Trees beginning 100' from departure end of runway, 356' left of centerline. up to 100' AGL/719' MSL. Rwy 34, multiple trees beginning 1847' from departure end of runway, 418' right of centerline up to 100' AGL/749' MSL. Levee and trees beginning 744' from departure end of runway, 275' left of centerline, up to 90' AGL/612' MSL.

LAMBERT-ST. LOUIS INTL (STL) AMDT 2 10266 (FAA)

TAKE-OFF MINIMUMS: Rwy 11, 200-1 or std. w/min. climb of 407' per NM to 900. Rwy 30L, 200-1 or std. w/ min. climb of 241' per NM to 800. Rwy 30R, 200-11/2 or std. w/min. climb of 322' per NM to 900.

NOTE: Rwy 6, railroad 578' from DER, 620' left of centerline, 23' AGL/557' MSL. Obstruction light on LDA and atenna on building 1038' from DER, 706' right of centerline, 30' AGL/598' MSL. Rwy 11, multiple signs, trees, towers, and buildings beginning 2348' from DER, 205' left of centerline, up to 219' AGL/ 774' MSL. Multiple signs, trees, towers, and buildings beginning 2363' from DER, 489' right of centerline, up to 114' AGL/694' MSL. Rwy 12L, tree 1331' from DER, 667' right of centerline, 75' AGL/654' MSL. Rwy 12R, traffic signal and sign beginning 1413' from DER, 702' right of centerline, up to 17' AGL/672' MSL. Tree 1930' from DER, 372' left of centerline, 67' AGL/636' MSL. Rwy 30L, multiple trees, poles, and roads beginning 906' from DER, 600' left of centerline, up to 84' AGL/663' MSL. Obstruction light on LOC 614' from DER, on centerline, 9' AGL/558' MSL. Multiple trees, poles, roads, terrain, and buildings beginning 283' from DER, 185' right of centerline, up to 65' AGL/684' MSL.

Rwy 30R, obstruction light on GS 1895' from DER, 899' left of centerline, 28' AGL/587' MSL. Multiple obstruction light on buildings, trees, and electrical system beginning 2039' from DER, 387' right of centerline, up to 81' AGL/ 670'MSL.

ST. LOUIS, MO (CON'T)

SPIRIT OF ST. LOUIS (SUS)

AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: Rwy 8R, 200-11/4 or std. w/ min. climb of 238' per NM to 700. Rwy 26L, 200-2 or std. w/min. climb of 231' per NM to 900.

NOTE: Rwy 8L, multiple trees beginning 1245' from DER, 52' left of centerline, up to 74' AGL/533' MSL.

Multiple trees and fence beginning 46' from DER. 72' right of centerline, up to 57' AGL/516' MSL. Rwy 8R, railroad and antenna on building

beginning 142' from DER, 18' left of centerline, up to 33' AGL/482' MSL. Rwy 26L, tree 2239' from DER, 509' right of centerline, up to 62' AGL/521' MSL.

Rwy 26R, multiple trees beginning 1898' from DER, 18' left of centerline, up to 130' AGL/589' MSL. Multiple trees beginning 32' from DER, 41' right of centerline, up to 142' AGL/601' MSL.

SEDALIA, MO

SEDALIA MEMORIAL (DMO)

ORIG 08269 (FAA)

NOTE: Rwy 18, trees beginning 280' from departure end of runway, 356' left of centerline, up to 47' AGL/ 956' MSL. Trees beginning 158' from departure end of runway, 340' right of centerline, up to 49' AGL/958' MSL. Rwy 23, aircraft on ramp 34' from departure end of runway, 265' left of centerline, 15' AGL/934' MSL. Vehicle on road 417' from departure end of runway, 498' left of centerline, 15' AGL/924' MSL. Train 604' from departure end of runway, left to right of centerline, 23' AGL/932' MSL. Trees beginning 681' from departure end of runway, 286' right of centerline, up to 100' AGL/1009' MSL. Tower 4773' from departure end of runway, 577' right of centerline, 166' AGL/1030' MSL, Rwv 36, trees beginning 1948' from departure end of runway, 125' left of centerline, up to 100' AGL/949' MSL. Trees beginning 914' from departure end of runway, 698' right of centerline, up to 100' AGL/969' MSL.

SHENANDOAH, IA

SHENANDOAH MUNI (SDA) AMDT 1 06271 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, 500-3 or std. w/min. climb of 260' per NM to 1700. Rwy 12, 500-2 34 or std. w/min. climb of 280' per NM to 1600.

NOTE: Rwy 4, towers 2.5 NM from departure end of runway, 3155' right of centerline, 491' AGL/1463' MSL. Rwy 12, tower 2.2 NM from departure end of runway, 2351' left of centerline, 317' AGL/1437' MSL. Rwy 22, tree 2023' from departure end of runway, 508' left of centerline, 61' AGL/1030' MSL. Catenary 965' from departure end of runway, 427' left of centerline, 35' AGL/999' MSL. Bush 101' from departure end of runway, 171' right of centerline, 8' AGL/972' MSL. Pole 1132' from departure end of runway, 253' left of centerline, 32' AGL/996' MSL. Fence 200' from departure end of runway, 392' left of centerline, 3' AGL/967' MSL. Rwy 30, trees 950' from departure end of runway, 200' right of centerline, 75' AGL/1024' MSL



0266

SIKESTON. MO

SIKESTON MEMORIAL MUNI (SIK)

ORIG 06271 (FAA)

NOTE: Rwy 20, multiple light poles and trees beginning 166' from departure end of runway, 398' right of centerline, up to 49' AGL/368' MSL. Rod on light pole 1167' from departure end of runway, 798' left of centerline, 34' AGL/348' MSL.

SIOUX CENTER. IA

SIOUX CENTER MUNI (SOY)

AMDT 2 10154 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 174° to 2000 before turning east.

NOTE: Rwy 18, trees beginning 313' from DER, 550' left of centerline to 613' right of centerline, up to 110' AGL/1569' MSL. Farm SILO 700' from DER, 321' right of centerline 95' AGL/1554' MSL. Rwy 36, trees 934' from DER, 687' left of centerline up to 110' AGL/ 1559' MSL.

SIOUX CITY, IA

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, std. w/min. climb of 250' per NM to 4200, or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31**, climb via heading 310° to 2000 before turning east. **Rwy 35**, for climb in visual conditions: cross Sioux Gateway/Col Bud Day Field at or above 2300 MSL before proceeding on course.

NOTE: Rwy13, trees beginning 2042' from DER, 899' right of centerline, up to 100' AGL/1189' MSL. Rwy 31, trees beginning 2885' from DER, 122' left of centerline, up to 82' AGL/1171' MSL. Trees beginning 3100' from DER, 431' right of centerline, up to 100' AGL/1174' MSL. Rwy 35, trees beginning 795' from DER, 161' left of centerline, up to 100' AGL/1194' MSL. Trees beginning 473' from DER, 229' right of centerline, up to 100' AGL/1194' MSL.

SPENCER, IA

SPENCER MUNI (SPW) ORIG 10154 (FAA)

NOTE: Rwy 12, ground 113' from DER, 308' right of centerline, 0' AGL/1341' MSL. Vehicle on road 531' from DER, 21' right of centerline, 15' AGL/1347' MSL. Trees and antenna on building beginning 2074' from DER, 466' right of centerline, up to 78' AGL/1449' MSL. Trees beginning 3985' from DER, 35' right of centerline, up to 120' AGL/1449' MSL. Rwy 18, vehicle on road 562' from DER, 21' right of centerline, 15' AGL/1353' MSL. Trees beginning 600' from DER, 487' right of centerline, up to 120' AGL/1459' MSL.

SPRINGFIELD, MO

SPRINGFIELD-BRANSON NATIONAL (SGF) AMDT 1 90067 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 250' per NM to 1400.

SULLIVAN, MO

SULLIVAN RGNL (UUV)

ORIG 94090 (FAA)

TAKE-OFF MINIMUMS: Rwy 24, 300-1 or std. with a min. climb of 320' per NM to 1200.

TARKIO, MO

GOULD PETERSON MUNI (K57) ORIG 08269 (FAA)

NOTE: Rwy 18, multiple trees beginning 1797' from departure end of runway, 22' left of centerline, 59' AGL/968' MSL. Multiple trees, power poles, vehicle on road and well beginning 94' from departure end of runway, 163' right of centerline, 75' AGL/984' MSL. Rwy 36, multiple trees, power poles beginning 404' from departure end of runway, 126' left of centerline, 31' AGL/990' MSL. Multiple trees, power poles and hangers beginning 44' from departure end of runway, 68' right of centerline, 48' AGL/997' MSL.

TIPTON, IA

MATHEWS MEMORIAL (8C4)

AMDT 1 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 29**, climb heading 288° to 1900 before proceeding on course.

NOTE: Rwy 11, tree 1537'from DER, 668'left of centerline, 100' AGL/949' MSL. Tree 1680'from DER, 803' right of centerline, 100' AGL/929' MSL. Tree 3796' from DER, 227'left of centerline, 100' AGL/969' MSL. Rwy 29, tree 404' from DER, 576' right of centerline, 100' AGL/929' MSL. Tree 4068' from DER, 964' left of centerline, 100' AGL/959' MSL.

TRENTON, MO

TRENTON MUNI (TRX)

ORIG 90039 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 500-2 or std. with a min. climb of 350' per NM to 1400.

DEPARTURE PROCEDURE: Rwys 18, 36, climb runway heading to 1400 before proceeding on course.

VINTON, IA

VINTON VETERANS MEMORIAL AIRPARK (VTI)

AMDT 1 83230 (FAA)

DEPARTURE PROCEDURE: **All Rwys**, north and east departures (270° CW 160°) climb on runway heading to 3400 before turning.

WARRENSBURG.MO

SKYHAVEN (RCM)

AMDT 1 07130 (FAA)

NOTE: Rwy13, sign177 from departure end of runway, 273' right of centerline, 30' AGL/815' MSL. Rwy18, multiple trees beginning 5' from departure end of runway, 160' right of centerline, up to 39' AGL/826' MSL. Building, sign, multiple trees and poles beginning 466' from departure end of runway, 188' left of centerline, up to 48' AGL/83' MSL. Rwy36, multiple trees beginning 192' from departure end of runway, 327' right of centerline, up to 20' AGL/817' MSL.

10266



WASHINGTON.IA

WASHINGTON MUNI (AWG)

AMDT 1 10098 (FAA)

NOTE: Rwv 13, vehicle on road beginning 150' from DER, left and right of centerline, up to 15' AGL/774' MSL. Houses 787' from DER, 392' right of centerline, up to 50' AGL/809' MSL. Rwy 36, tank and water tower beginning 4640' from DER, 704' left of centerline. up to 150' AGL/890' MSL.

WASHINGTON, MO

WASHINGTON RGNL (FYG)

AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: Rwy 33, 400-21/4 or std. w/ min. climb of 275' per NM to 1000.

DEPARTURE PROCEDURE: Rwv 15, climb heading 153° to 1100 before turning left.

NOTE: Rwy 15, numerous trees beginning 3076' from DER, 618' left of centerline up to 108' AGL/589' MSL. Rwy 33, numerous trees beginning 1035' from DER, 171' left of centerline, up to 68' AGL/552' MSL. Numerous trees beginning 2907' from DER, 66' right of centerline up to 65' AGL/824' MSL.

WATERLOO, IA

WATERLOO RGNL (ALO)

ORIG 06271 (FAA)

NOTE: Rwy 6, multiple trees beginning 2087' from departure end of runway, 265' right of centerline, up to 71' AGL/944' MSL, tree 2226' from departure end of runway, 125' left of centerline, 69' AGL/932' MSL. Rwy 24. tree 2262' from departure end of runway, 473' right of centerline, 55' AGL/925' MSL. Rwy 30, multiple trees beginning 2160' from departure end of runway. 938' right of centerline, up to 95' AGL/995' MSL. Rwy 36, multiple trees beginning 1213' from departure end of runway, 157' right of centerline, up to 54' AGL/1004' MSL.

WAVERLY, IA

23 SEP 2010 to 21 OCT 2010

WAVERLY MUNI (C25) ORIG 90123 (FAA)

TAKE-OFF MINIMUMS: Rwvs 11.29.300-1.

WEBSTER CITY, IA

WEBSTER CITY MUNI (EBS)

ORIG 10042 (FAA)

TAKE-OFF MINIMUMS: Rwys 5, 23,

NA-Environment.

NOTE: Rwy 14, trees beginning 1848' from DER, 223' left of centerline, up to 61' AGL/1185' MSL, Rwv 32. vehicle plus road 563' from DER, 55' right of centerline, 15' AGL/1123' MSL. Trees 3830' from DER, 826' right of centerline, 100' AGL/1209' MSL.

WEST PLAINS, MO

WEST PLAINS MUNI (UNO)

ORIG 06271 (FAA)

TAKE-OFF MINIMUMS: Rwv 36, 300-11/2 or std. w/a min, climb of 215' per NM to 1500

NOTE: Rwy 18, multiple trees beginning 98' from departure end of runway, 65' right of centerline, up to 50' AGL/1267' MSL. Multiple trees beginning 978' from departure end of runway, 388' left of centerline, up to 100' AGL/1277' MSL. Rwv 36, trees 3567' from departure end of runway, 14' left of centerline, 100' AGL/1319' MSL. Trees 5791' from departure end of runway, 1206' left of centerline, 100' AGL/1379' MSL.

WEST UNION, IA

GEORGE L. SCOTT MUNI (3Y2)

AMDT 2 10210 (FAA)

NOTE: Rwv 17, tree 912' from DER, 114' left of centerline, 100' AGL/1259' MSL. Tree 3265' from DER, 554' left of centerline, 100' AGL/1309' MSL. Rwy 35, tree 750' from DER, 160' left of centerline, 100' AGL/1349' MSL. Vehicle on road 990' from DER, left to right of centerline, up to 15' AGL/1264' MSL. Tree 2296' from DER, 382' right of centerline, 100'AGL/1309'MSL.

WHITEMAN AFB (KSZL)

KNOB NOSTER, MO. ORIG,

TAKE-OFF OBSTACLES: Rwy 1, Aircraft 14' AGL/ 885' MSL, 22' from DER, 430' left of centerline. Aircraft 14' AGL/885' MSL, 31' from DER, 535' left of centerline. Rwy 19, Aircraft 16' AGL/851' MSL, 22' from DER, 468' left of centerline, Aircraft 16' AGL/ 851' MSL, 57' from DER, 468' left of centerline. Aircraft 14' AGL/849' MSL, 13' from DER, 538' left of centerline.

WINTERSET, IA

WINTERSET-MADISON COUNTY (3Y3) AMDT 1 95089 (FAA) TAKE-OFF MINIMUMS: Rwy 14, 300-1.

MISSOURI 189 AIR PARK SOUTH (See OZARK) ALBANY MUNICIPAL (K19) 1 N UTC-6(-5DT) N40°15.73′ W94°20.34′ OMAHA 226 FUEL 100LL NOTAM FILE COU L-10J RWY 01-19: H3300X50 (CONC) LIRI GGG mmm ପ୍ରସ୍ଥ ପ୍ର RWY 01: APAP(PNIL), Trees. RWY 19: APAP(PNIL), Trees, Rgt tfc. AIRPORT REMARKS: Unattended, Self fueler-24 hrs. Wildlife on and invof arpt. Rwy 01-19 various thid and edge lgts are broken or missing, Rwy 01 PNIL OTS indef, Rwy 19 PNIL OTS indef. COMMUNICATIONS: CTAF 122 9 RADIO AIDS TO NAVIGATION: NOTAM FILE FOD. IAMONI (H) VORTAC 116 7 IMN Chan 114 N40°35 81' W93°58.06' 213° 26.3 NM to fld. 1140/7E HIWAS. ■ Ø Ø ■ 03

AMAZON N39°53.04′ W94°54.49′ NOTAM FILE STJ. NDB (MHW) 233 AZN 175° 6.7 NM to Rosecrans Mem.

IF

ALGOA N38°32.89′ W92°04.32′

NDB (MHW/LOM) 397

NOTAM FILE JEF. 300° 4.7 NM to Jefferson City Mem.

AURORA

JERRY SUMNERS SR AURORA MUNI (2H2) S4 FUEL 100LL NOTAM FILE COU RWY 18-36: H3002X60 (ASPH) MIRL 0.3% up N

RWY 18: Trees. RWY 36: Trees. Rgt tfc. plant repairs avbl call 417-678-3000. ACTIVATE MIRL Rwy 18-36-CTAF. COMMUNICATIONS: CTAF/UNICOM 122 8 (R) SPRINGFIELD APP/DEP CON 124.95 RADIO AIDS TO NAVIGATION: NOTAM FILE SGE

2 SE UTC-6(-5DT) N36°57.74′ W93°41.72′

G G G

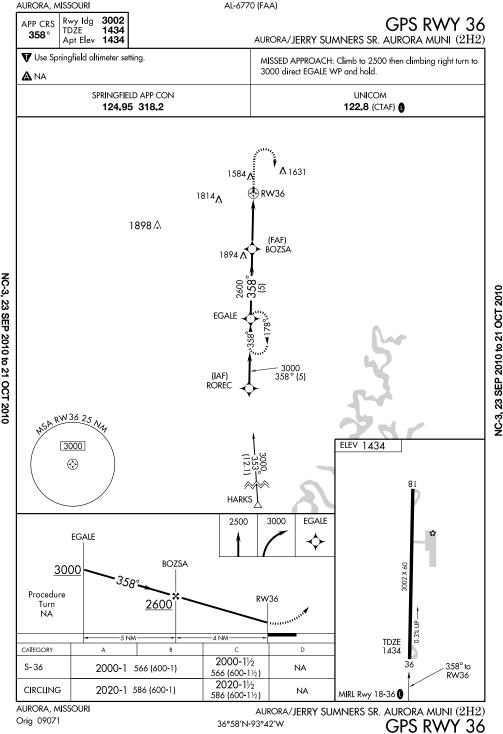
03

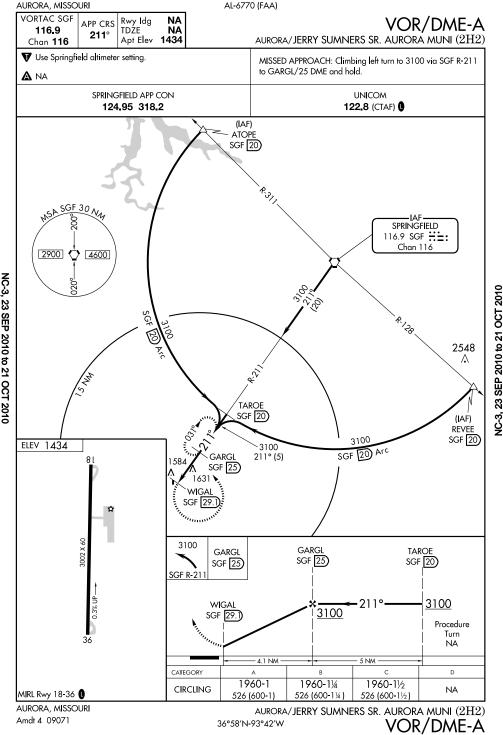
03 G G €3 €3 €3

KANSAS CITY 1-27R KANSAS CITY L-10J KANSAS CITY L-16F IAP Ø ■ [©] €3

SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36' W93°20.04' 212° 29.3 NM to fld. 1240/4E. HIWAS.

AIRPORT REMARKS: Attended Mon-Sat 1400Z‡-dusk. For after hrs svc call 417-236-4118. Mechanic on duty Mon thru Sat, major power





190 MISSOURI

N36°58.31' W92°40.92'

AVA BILL MARTIN MEM (AOV) 2 NW UTC-6(-5DT)

1311 B NOTAM FILE COLL RWY 13-31: H3634X50 (ASPH) MIRL 0.9% up SE

BILMART NDB (MHW) 341

NOTAM FILE COLL

COMMUNICATIONS: CTAF/UNICOM 122.8

RWY 03: Ground. Rgt tfc.

BISMARCK MEM

R RWY 17-35: H2050X50 (ASPH)

RWY 17: Trees.

each thid. COMMUNICATIONS: CTAF 122 9

SHUTDOWN

RWY 13: SAVASI(S2L)-GA 3.0° TCH 34'. Trees. RWY 31. Trees AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. Rwy

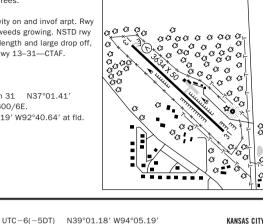
13-31 numerous cracks with grass and weeds growing, NSTD rwy safety area byd Rwy 13 end, insufficient length and large drop off. Rwy 13 VASI OTs indef. ACTIVATE MIRL Rwy 13-31-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.7

(R) SPRINGFIFIN APP/NFP CON 126 35 RADIO AIDS TO NAVIGATION: NOTAM FILE COU. DOGWOOD (L) VORTAC 109.4 DGD Chan 31 N37°01 41' W92°52.62' 102° 9.9 NM to fld. 1600/6E.

AOV

BATES CITY HARRY S. TRUMAN RGNL

(2M1)



RWY 03-21: 4400X70 (GRVL) RWY 03: Trees RWY 21. Tree

2 NW

N36°58.19' W92°40.64' at fld.

steep slope with fence, trees, and road, Rwy 21 end has fence, trees and road, Rwy 03-21 width variance 70-80'.

BETHANY MEM (75K) 2 NE UTC-6(-5DT)N40°16.61' W94°00.45' 1035 В NOTAM FILE COU RWY 03-21: H2255X48 (ASPH) LIRL (NSTD)

RWY 21: Thid dspicd 143'. Trees.

N37°45.53′ W90°37.01′

AIRPORT REMARKS: Attended irregularly. Wildlife on and invof arpt. Rwy 17-35 NSTD LIRL, 2 thld Igts 3-7' down rwy at

AIRPORT REMARKS: Unattended. Rwy 03-21 has multiple open cracks, pavement raveling and producing foreign object damage. Rwy 03 NSTD basic markings, rwy centerline incorrect spacing of stripes and gaps at designation marking, Rwy 21 NSTD basic markings, rwy centerline incorrect spacing of stripes and gaps at designation

markings and incorrect lateral spacing of designation numbers. NSTD rwy safety areas byd each rwy end, Rwy 03

incorrect terrain gradients, Rwy 21 large drop off, brush, small trees, fence and road. Rwy 03-21 NSTD

LIRL—thld Igts for Rwy 03 located 40' SW of thld; Rwy end Igts for Rwy 21 located 15-18' NE of rwy end. COMMUNICATIONS: CTAF 122.9

BILMART N36°58.19′ W92°40.64′ NOTAM FILE COLL at Ava Bill Martin Mem, SHUTDOWN. NDB (MHW) 341 AOV

1 SE

(H57)

NOTAM FILE STI

UTC-6(-5DT)

LIRL (NSTD)

RWY 35: Tree. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1400-0000Z‡. After 0000Z‡ all gates are locked. Migratory birds on and invof arpt during fall and winter. Rwy 03-21 insufficient rwy safety area lengths beyond each rwy end. Rwy 03 end has

KANSAS CITY ПМАНА

KANSAS CITY

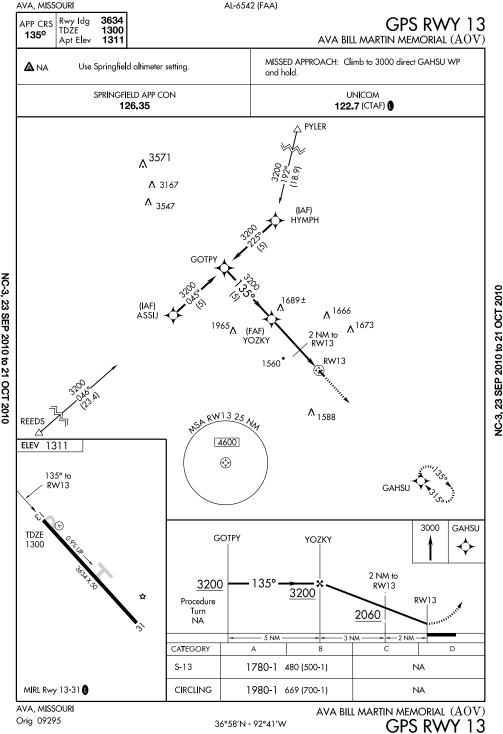
I-16G

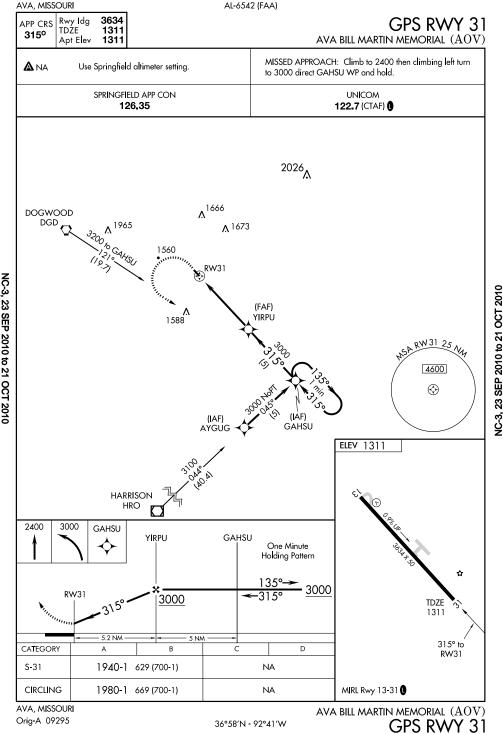
IAP

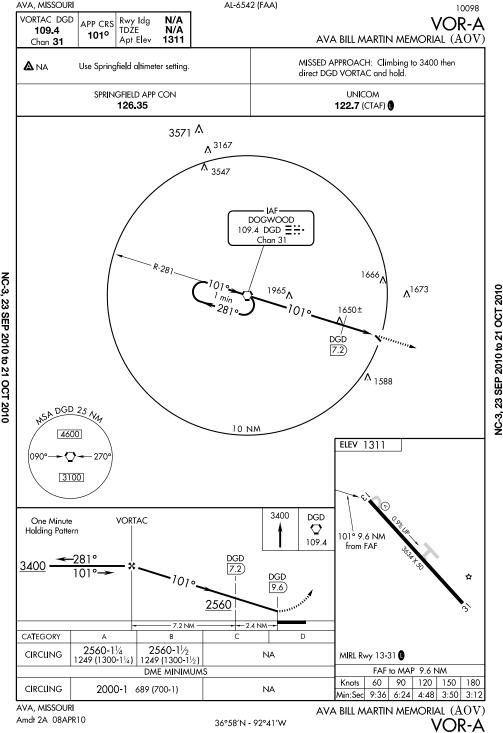
KANSAS CITY

I-16G

ST LOUIS







MISSOURI 191

BOLIVAR MUNI (M17) 4 E UTC-6(-5DT) N37°35.77′ W93°20.86′ 1092 B S6 FUEL 100LL, JET A NOTAM FILE COU S-12.5

RWY 18: PAPI(P2L)-GA 3.0° TCH 38'. Trees.

RWY 18-36: H4000X75 (ASPH)

RWY 36: PAPI(P2L)-GA 3.0° TCH 35'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z‡, Fuel avbl 24 hrs. Extensive student pilot training invof arpt. Wildlife and birds on

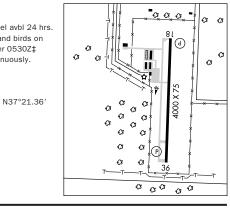
and invof arpt. Rwy 18-36 MIRL dusk-0530Z‡; after 0530Z‡ ACTIVATE—CTAF, PAPI Rwv 18 and Rwv 36 on continuously.

COMMUNICATIONS: CTAF/UNICOM 123.0 (R) SPRINGFIELD APP/DEP CON 124.95

RADIO AIDS TO NAVIGATION: NOTAM FILE SGE

SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 W93°20.04' 353° 14.4 NM to fld.

1240/4E. HIWAS



KANSAS CITY

KANSAS CITY

L-27A

L-16F

IAP

BOLLINGER-CRASS MEM (See VAN BUREN)

BOONVILLE JESSE VIERTEL MEM (VER) 3 SE UTC-6(-5DT) N38°56.80′ W92°40.96′

S4 FUEL 100LL, JET A. MOGAS NOTAM FILE COU RWY 18-36: H4000X75 (ASPH) S = 12.5MIRL

RWY 18: REIL, PAPI(P4L)—GA 3.0° TCH 27', Tree.

RWY 36: REIL. PAPI(P4L)-GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended 1400-0200Z‡. Self svc fuel after 0200Z‡.

Extensive student pilot training invof arpt. Noise abatement, for Rwy 36 fly rwy centerline to 1500' before turning on course. ACTIVATE MIRL Rwy 18-36, PAPI Rwys 18 and 36 REIL Rwys 18 and 36—CTAF

COMMUNICATIONS: CTAF/UNICOM 122.7

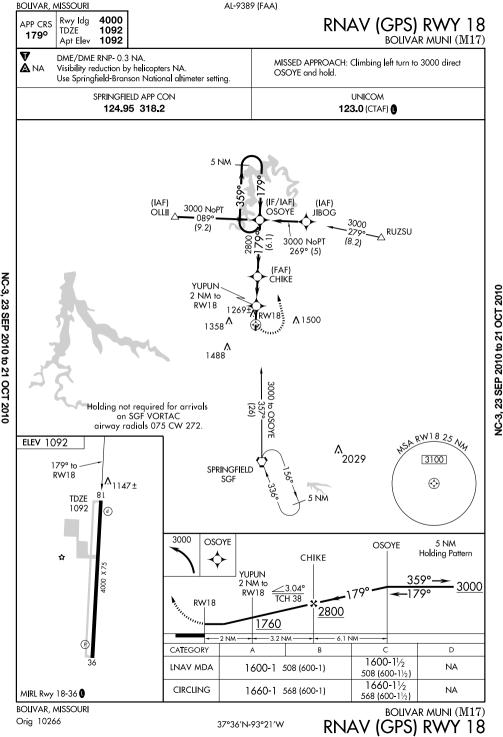
(R) MIZZU APP/DEP CON 124.375

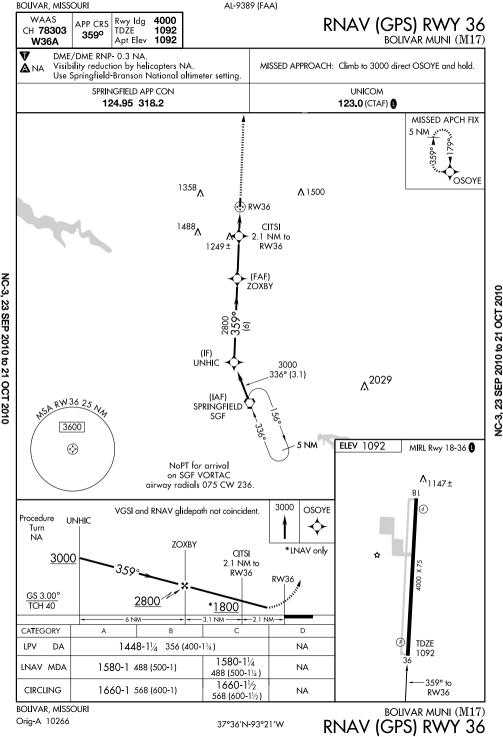
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

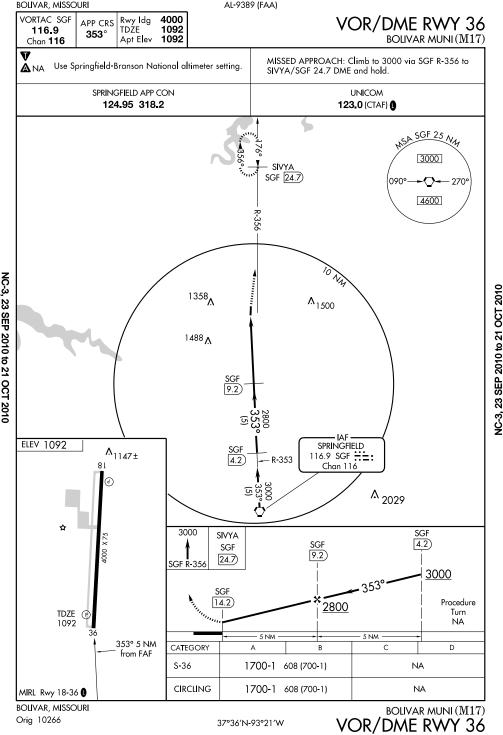
HALLSVILLE (L) VORTAC 114.2 HLV

Chan 89 N39°06.81' W92°07.69' 243° 27.8 NM to fld. 920/6E.

IAP 81 ය ය







BOLIVAR MUNI (M17) 4 E UTC-6(-5DT) N37°35.77′ W93°20.86′ 1092 B S6 FUEL 100LL, JET A NOTAM FILE COU S-12.5

RWY 18: PAPI(P2L)-GA 3.0° TCH 38'. Trees.

RWY 18-36: H4000X75 (ASPH)

RWY 36: PAPI(P2L)-GA 3.0° TCH 35'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z‡, Fuel avbl 24 hrs. Extensive student pilot training invof arpt. Wildlife and birds on

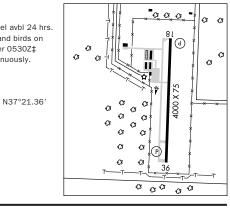
and invof arpt. Rwy 18-36 MIRL dusk-0530Z‡; after 0530Z‡ ACTIVATE—CTAF, PAPI Rwv 18 and Rwv 36 on continuously.

COMMUNICATIONS: CTAF/UNICOM 123.0 (R) SPRINGFIELD APP/DEP CON 124.95

RADIO AIDS TO NAVIGATION: NOTAM FILE SGE

SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 W93°20.04' 353° 14.4 NM to fld.

1240/4E. HIWAS



KANSAS CITY

KANSAS CITY

L-27A

IAP

L-16F

IAP

BOLLINGER-CRASS MEM (See VAN BUREN)

BOONVILLE JESSE VIERTEL MEM (VER) 3 SE UTC-6(-5DT) N38°56.80′ W92°40.96′

S4 FUEL 100LL, JET A. MOGAS NOTAM FILE COU RWY 18-36: H4000X75 (ASPH) S = 12.5MIRL

RWY 18: REIL, PAPI(P4L)—GA 3.0° TCH 27', Tree.

RWY 36: REIL. PAPI(P4L)-GA 3.0° TCH 40'. Tree.

AIRPORT REMARKS: Attended 1400-0200Z‡. Self svc fuel after 0200Z‡.

Extensive student pilot training invof arpt. Noise abatement, for Rwy 36 fly rwy centerline to 1500' before turning on course. ACTIVATE MIRL Rwy 18-36, PAPI Rwys 18 and 36 REIL Rwys 18 and 36—CTAF COMMUNICATIONS: CTAF/UNICOM 122.7

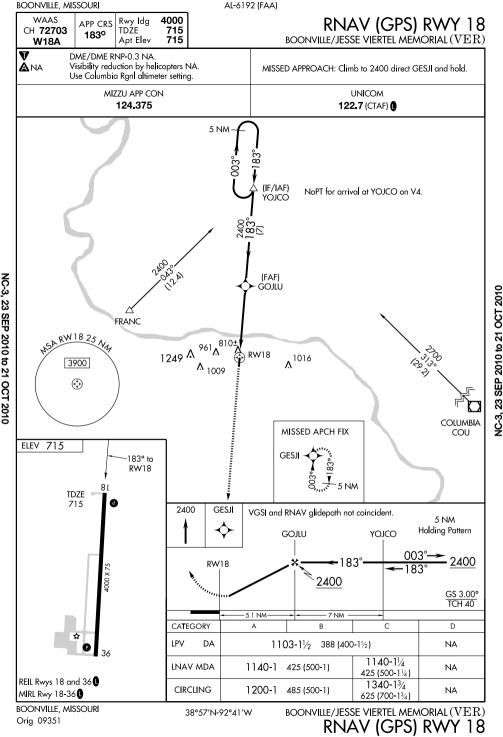
(R) MIZZU APP/DEP CON 124.375

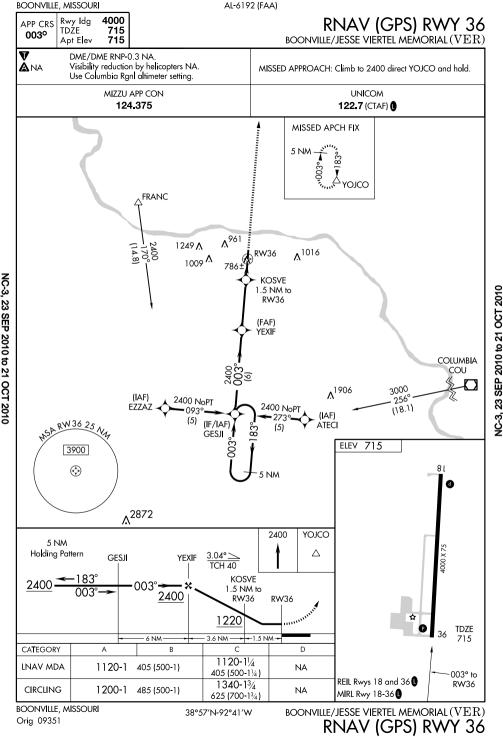
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

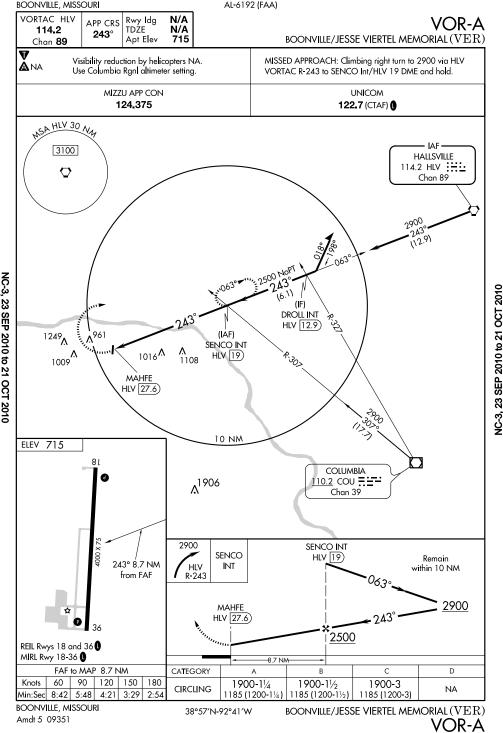
HALLSVILLE (L) VORTAC 114.2 HLV

Chan 89 N39°06.81' W92°07.69' 243° 27.8 NM to fld. 920/6E.

81 ය ය







MISSOURI 192 (H19)

ACTIVATE LIRL Rwy 13-31 after 0600Z‡-CTAF.

RWY 13-31: H3204X50(ASPH) S-12.5 RWY 13: Trees. RWY 31: Trees. AIRPORT REMARKS: Attended continuously. Arpt lgts opr dusk-0300Z‡.

QUINCY (H) VORTAC 113.6

NOTAM FILE STL

BOWLING GREEN MUNI

В

(BBG)

BRANSON

KANSAS CITY CENTER APP/DEP CON 135.525

2 NW

RADIO AIDS TO NAVIGATION: NOTAM FILE UIN. UIN Chan 83 N39°50.88' 169° 28.8 NM to fld. 710/5E. HIWAS.

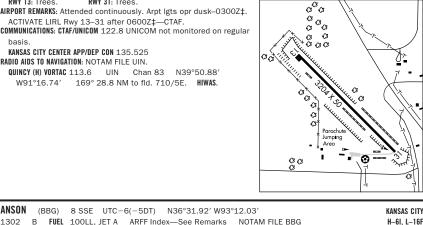
ARFF Index—See Remarks

UTC-6(-5DT)

LIRL (NSTD)

N39°22.20′ W91°13.16′

0.4% up SE



HIRL

€3

(3

¢ G G

€3

€3

1

€3

€3

€3 €3

€3 ß

n

€3 €3

n

C3

KANSAS CITY

L-27B

IAP. AD

€3

€3 3

0

C3

€3

€3

€3

€3

€3

(3

C3 C3

€3

IAP

RWY 14-32: H7140X150 (CONC-GRVD) S-75, D-200, 2S-175, 2D-350, 2D/2D2-700 0.7% up SE RWY 14: REIL. PAPI(P4L)-GA 3.0° TCH 51'. Rgt tfc.

FUEL 100LL, JET A

RWY 32: MALSF. PAPI(P4L)-GA 3.0° TCH 50'. RUNWAY DECLARED DISTANCE INFORMATION RWY 14: TORA-7140 TODA-7140 ASDA-7140 LDA-7140 TODA-7140 ASDA-7140 **RWY 32:** TORA-7140 LDA-7140 AIRPORT REMARKS: Attended continuously. Self svc fuel avbl with credit card. 100LL avbl at general aviation apron. Birds invof arpt.

Taxilane between commercial apron and general aviation apron

Index C firefighting equipment avbl upon request. Rwy 32 calm

unlit, retro-reflective markers in place. Class I, ARFF Index B. ARFF

wind rwy. Arpt located in hilly terrain. Acft equipped with a terrain avoidance warning system may experience system activation on final approach. When twr clsd ACTIVATE HIRL Rwy 14-32, MALSF Rwy 32, REIL Rwy 14, PAPI Rwy 14 and Rwy 32-CTAF. WEATHER DATA SOURCES: AWOS-3 124.625 (417) 334-0218. COMMUNICATIONS: CTAF 128.15 ATIS 124.625 UNICOM 122.95

CLNC DEL 118.4 (126.35 Provided by SPRINGFIELD APP CON when twr clsd) AIRSPACE: CLASS D svc 1300-0300Z‡ other times CLASS E.

R SPRINGFIELD APP/DEP CON 126.35

TOWER 128.15 (1300-0300Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE HRO

HARRISON (L) VORW/DME 112.5 HRO

ILS/DME 111.35 I-BBG Chan 50(Y) Rwy 32.

Chan 72 N36°19.10' W93°12.80' 359° 12.8 NM to fld. 1400/4E. ILS unmonitored when twr clsd.

BRANSON WEST MUNI-EMERSON FIELD (FWB) 2 W UTC-6(-5DT)N36°41.91′ W93°24.13′ KANSAS CITY H-6I, L-16F

FUEL 100LL. JET A NOTAM FILE FWB Not insp. RWY 03-21: H5000X75 (CONC) S-30

GND CON 118.4

MIRL RWY 03: REIL. PAPI(P4R)-GA 3.0° TCH 40'. RWY 21: REIL. PAPI(P4L)-GA 3.0° TCH 40'. AIRPORT REMARKS: Attended Apr-Nov 1300-0200Z‡, Dec-Mar 1300-2300Z‡. Self svc 100LL avbl with credit card 24

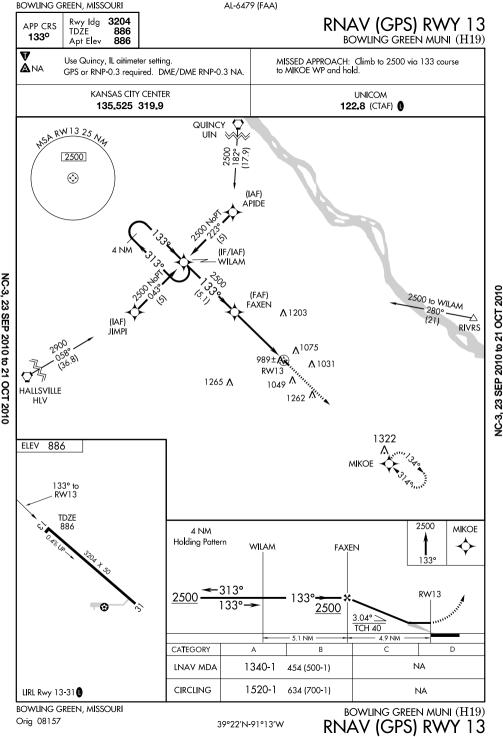
COMMUNICATIONS: UNICOM 123.0 RADIO AIDS TO NAVIGATION: NOTAM FILE HRO

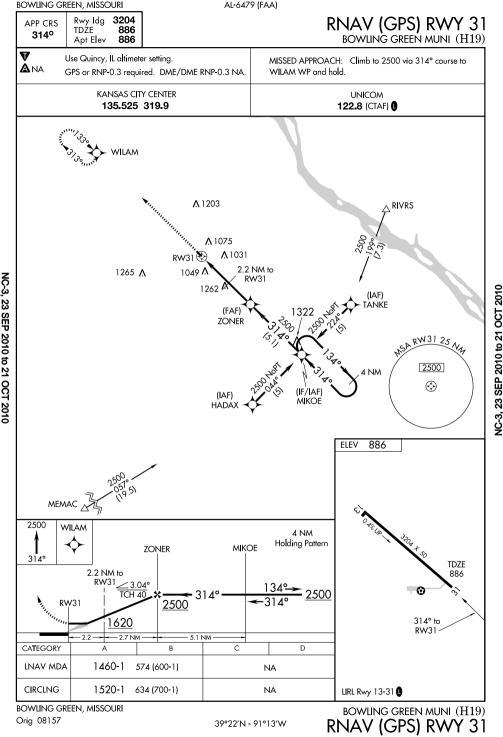
hrs. Birds invof arpt. ACTIVATE MIRL Rwy 03-21, PAPI Rwy 03 and Rwy 21-CTAF. WEATHER DATA SOURCES: AWOS-3 119.725 (417) 272-3922.

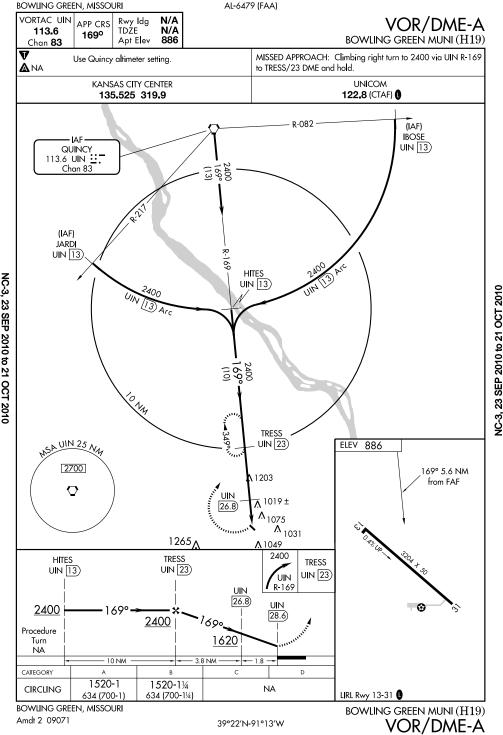
HARRISON (L) VORW/DME 112.5 HRO Chan 72 N36°19.10' W93°12.80' 334° 24.5 NM to fld. 1400/4E.

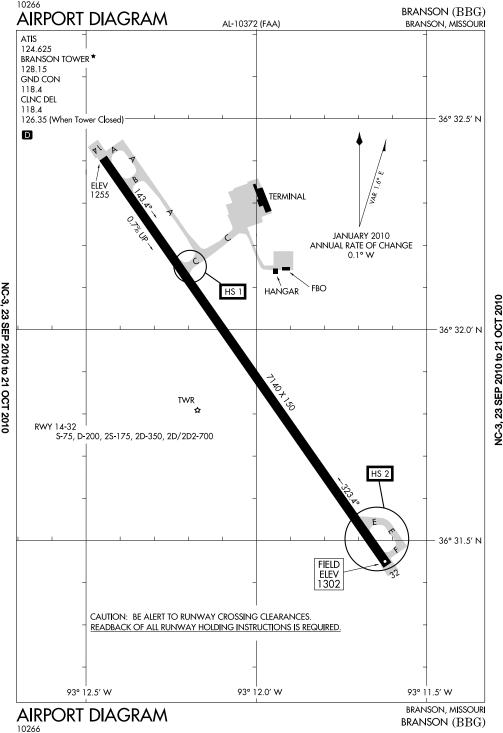
BRAYMER N39°37.83′ W93°52.52′ NOTAM FILE COU. (L) VORW/DME 111.2 BQS Chan 49 230° 23.3 NM to Cameron Mem. 930/3E.

KANSAS CITY H-5C, L-27A









MISSOURI 192 (H19)

ACTIVATE LIRL Rwy 13-31 after 0600Z‡-CTAF.

RWY 13-31: H3204X50(ASPH) S-12.5 RWY 13: Trees. RWY 31: Trees. AIRPORT REMARKS: Attended continuously. Arpt lgts opr dusk-0300Z‡.

QUINCY (H) VORTAC 113.6

NOTAM FILE STL

BOWLING GREEN MUNI

В

(BBG)

BRANSON

KANSAS CITY CENTER APP/DEP CON 135.525

2 NW

RADIO AIDS TO NAVIGATION: NOTAM FILE UIN. UIN Chan 83 N39°50.88' 169° 28.8 NM to fld. 710/5E. HIWAS.

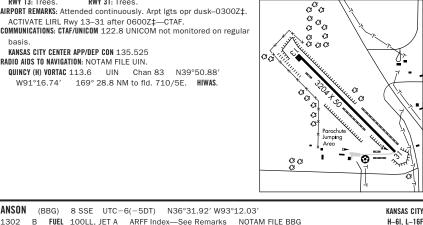
ARFF Index—See Remarks

UTC-6(-5DT)

LIRL (NSTD)

N39°22.20′ W91°13.16′

0.4% up SE



HIRL

€3

(3

¢ G G

€3

€3

1

€3

€3

€3 €3

€3 ß

n

€3 €3

n

C3

KANSAS CITY

L-27B

IAP. AD

€3

€3 3

0

C3

€3

€3

€3

€3

€3

(3

C3 C3

€3

IAP

RWY 14-32: H7140X150 (CONC-GRVD) S-75, D-200, 2S-175, 2D-350, 2D/2D2-700 0.7% up SE RWY 14: REIL. PAPI(P4L)-GA 3.0° TCH 51'. Rgt tfc.

FUEL 100LL, JET A

RWY 32: MALSF. PAPI(P4L)-GA 3.0° TCH 50'. RUNWAY DECLARED DISTANCE INFORMATION RWY 14: TORA-7140 TODA-7140 ASDA-7140 LDA-7140 TODA-7140 ASDA-7140 **RWY 32:** TORA-7140 LDA-7140 AIRPORT REMARKS: Attended continuously. Self svc fuel avbl with credit card. 100LL avbl at general aviation apron. Birds invof arpt.

Taxilane between commercial apron and general aviation apron

Index C firefighting equipment avbl upon request. Rwy 32 calm

unlit, retro-reflective markers in place. Class I, ARFF Index B. ARFF

wind rwy. Arpt located in hilly terrain. Acft equipped with a terrain avoidance warning system may experience system activation on final approach. When twr clsd ACTIVATE HIRL Rwy 14-32, MALSF Rwy 32, REIL Rwy 14, PAPI Rwy 14 and Rwy 32-CTAF. WEATHER DATA SOURCES: AWOS-3 124.625 (417) 334-0218. COMMUNICATIONS: CTAF 128.15 ATIS 124.625 UNICOM 122.95

CLNC DEL 118.4 (126.35 Provided by SPRINGFIELD APP CON when twr clsd) AIRSPACE: CLASS D svc 1300-0300Z‡ other times CLASS E.

R SPRINGFIELD APP/DEP CON 126.35

TOWER 128.15 (1300-0300Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE HRO

HARRISON (L) VORW/DME 112.5 HRO

ILS/DME 111.35 I-BBG Chan 50(Y) Rwy 32.

Chan 72 N36°19.10' W93°12.80' 359° 12.8 NM to fld. 1400/4E. ILS unmonitored when twr clsd.

BRANSON WEST MUNI-EMERSON FIELD (FWB) 2 W UTC-6(-5DT)N36°41.91′ W93°24.13′ KANSAS CITY H-6I, L-16F

FUEL 100LL. JET A NOTAM FILE FWB Not insp. RWY 03-21: H5000X75 (CONC) S-30

GND CON 118.4

MIRL RWY 03: REIL. PAPI(P4R)-GA 3.0° TCH 40'. RWY 21: REIL. PAPI(P4L)-GA 3.0° TCH 40'. AIRPORT REMARKS: Attended Apr-Nov 1300-0200Z‡, Dec-Mar 1300-2300Z‡. Self svc 100LL avbl with credit card 24

COMMUNICATIONS: UNICOM 123.0 RADIO AIDS TO NAVIGATION: NOTAM FILE HRO

hrs. Birds invof arpt. ACTIVATE MIRL Rwy 03-21, PAPI Rwy 03 and Rwy 21-CTAF. WEATHER DATA SOURCES: AWOS-3 119.725 (417) 272-3922.

HARRISON (L) VORW/DME 112.5 HRO Chan 72 N36°19.10' W93°12.80' 334° 24.5 NM to fld. 1400/4E.

BRAYMER N39°37.83′ W93°52.52′ NOTAM FILE COU. (L) VORW/DME 111.2 BQS Chan 49 230° 23.3 NM to Cameron Mem. 930/3E.

KANSAS CITY H-5C, L-27A

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

| increased risk has been reduced or eliminated. | | | | |
|--|--------------|--|--|--|
| CITY/AIRPORT | HOT SPOT | DESCRIPTION* | | |
| BRANSON, MO | | | | |
| BRANSON (BBG) | HS 1 | Ramp area exits on to rwy. | | |
| | HS 2 | Twy turn around at end of rwy. Frequent back taxi operations. | | |
| CAPE GIRARDEAU, MO | | | | |
| CAPE GIRARDEAU RGNL (CGI) | HS 1 | Area not visible from the twr. | | |
| | HS 2 | Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D. | | |
| CEDAR RAPIDS, IA | | | | |
| THE EASTERN IOWA (CID) | HS 1 HS 2 | Frequent aircraft and vehicle rwy crossings. | | |
| | = | Int rwys. | | |
| COLLINADIA MO | HS 3 | Twy crossing rwy. | | |
| COLUMBIA, MO | HS 1 | Confusing two int | | |
| COLUMBIA RGNL (COU) | HS 2 | Confusing twy int. Unusual rwy holding position. | | |
| | HS 3 | Unusual rwy/rwy holding position. | | |
| DES MOINES, IA | 110 3 | Offusual rwy/rwy floiding position. | | |
| DES MOINES INTL (DSM) | HS 1 | From Twy B, turn on Twy D to access all rwys. | | |
| DEG MONTE (BOM) | HS 2 | Center twy complex and int rwys, use extreme caution. | | |
| | HS 3 | The apch end of Rwy 05 at Twy P has limited visibility from the twr. | | |
| | HS 4 | ATCT restricted visibility at Iowa Air National Guard complex. | | |
| DUBUQUE, IA | | | | |
| DUBUQUE RGNL (DBQ) | HS 1 | Apch ends of rwys in close proximity. | | |
| , , | HS 2 | Rwy 13-31 in close proximity to ramp non-movement area at Twy D. | | |
| | HS 3 | Rwy 13-31 in close proximity to ramp non-movement area at Twy C. | | |
| FORT DODGE, IA | | | | |
| FORT DODGE RGNL (FOD) | HS 1 | Int on twy just prior to rwys. | | |
| FORT LEONARD WOOD, MO | | | | |
| WAYNESVILLE-ST. ROBERT | | | | |
| RGNL FORNEY FLD (TBN) | HS 1 | Single twy access to rwy. Frequent back-taxi ops. | | |
| | | enigle try access to try. Troquent such tax oper | | |
| JEFFERSON CITY, MO | | | | |
| JEFFERSON CITY | | | | |
| MEMORIAL (JEF) | HS 1 | Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27. | | |
| | HS 2 | Twy B at Rwy 27 holding position marking. | | |
| JOPLIN, MO | | | | |
| JOPLIN RGNL (JLN) | HS 1 | Complex twy/rwy int. | | |
| | HS 2 | Ramp exit in close proximity to rwy. | | |
| KANSAS CITY, MO | | | | |
| CHARLES B. WHEELER | | | | |
| DOWNTOWN (MKC) | HS 1 | Twy G int with Rwy 03-21. | | |
| | HS 2 | Holding short between Rwy 01-19 and Rwy 03-21. | | |
| | HS 3 | Confusing twy int. | | |
| | | | | |

23 SEP 2010 to 21 OCT 2010

CITY/AIRPORT

KANSAS CITY, MO KANSAS CITY INTL (MCI)

SPRINGFIELD-BRANSON

WATERLOO RGNL (ALO)

(CONTINUED)

HOT SPOTS

HOT SPOT

DESCRIPTION*

Busy vehicle service road crosses Twy G east of Twy B.

| | HS 2 | Twy E and Twy F int with Rwy 09-27. |
|-----------------------|------|---------------------------------------|
| | HS 3 | Twy C and Twy D int with Rwy 01R-19L. |
| | HS 4 | Twy B2 crosses service road. |
| KIRKSVILLE, MO | | |
| KIRKSVILLE RGNL (IRK) | HS 1 | Turf rwy taxi route via Rwy 18-36. |
| | | |

MASON CITY IA MASON CITY MUNI (MCW) HS₁ Twy leads to multiple rwys. ST JOSEPH, MO

HS₁

HS₁ Ramp in close proximity to rwy. ROSECRANS MEMORIAL (STJ)

HS 2 Closely located rwys. HS 3 Back taxi required for full length Rwv 13. ST LOUIS, MO LAMBERT-ST LOUIS INTL (STL) HS₁ Twy D at int with Twy L in close proximity to Rwy 12R-30L.

HS₂ Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06. HS 3 Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.

ST LOUIS, MO ST LOUIS/SPIRIT OF ST LOUIS (SUS) HS₁ Complex twv int. HS₂ Blind spots on movement area. HS 3 Blind spot on movement area.

SIOUX CITY, IA SIOUX GATEWAY/ HS₁

COLONEL BUD DAY FIELD (SUX) Twy B intersects with Rwy 31 and Rwy 35 at the apch end HS 2 Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area. SPRINGFIELD, MO

HS₁ NATIONAL (SGF) Twys in close proximity to rwys at unusual angles. HS 2 Ramp exit crosses rwy. HS 3 Twr blind spot on movement area. WATERLOO, IA

HS 1

HS 2 Twy leads to multiple rwys. HS 3 Twy crosses rwy immediately after leaving ramp.

HS 4 Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

Twy int near rwys.

BRANSON, MISSOURI Orig 10042

Min:Sec 5:06 3:24

2:33 2:02 1:42

NC-3, 23 SEP 2010 to 21 OCT 2010

BRANSON (BBG) ILS or LOC RWY 32

697 (700-21/4)

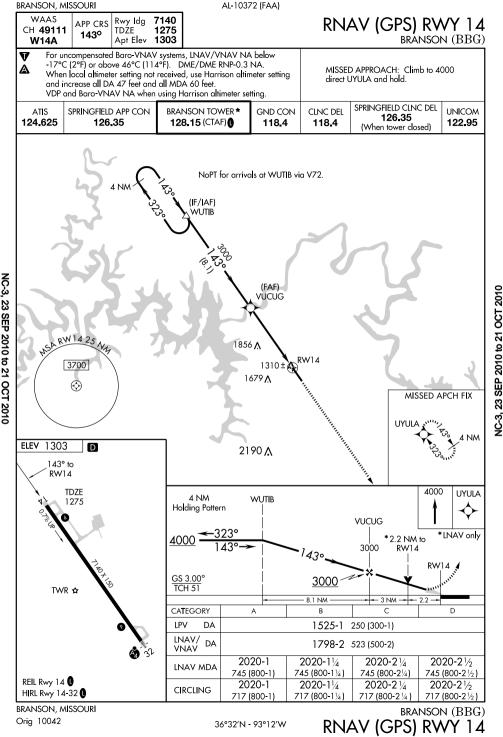
477 (500-11/2)

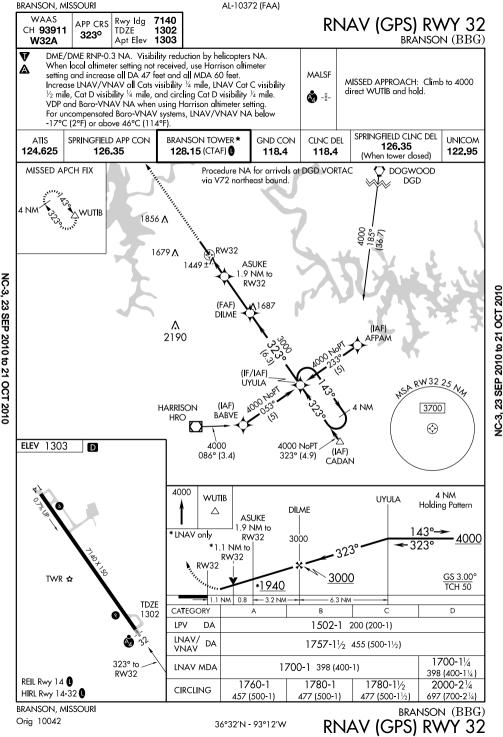
NC-3, 23 SEP 2010 to 21 OCT 2010

36°32′N - 93°12′W

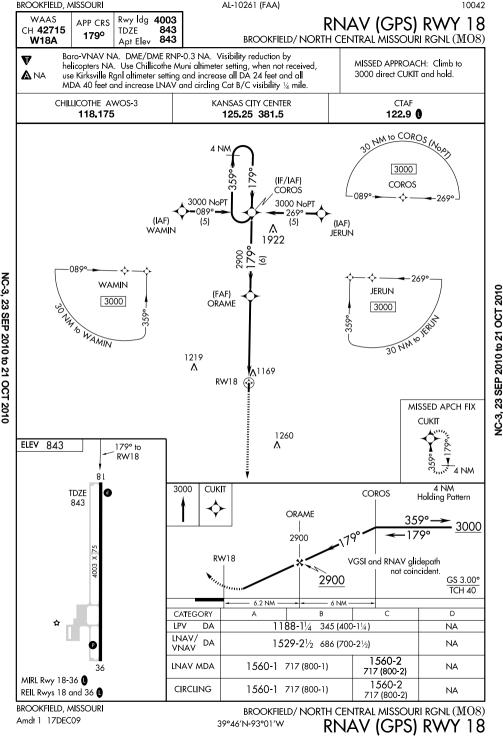
457 (500-1)

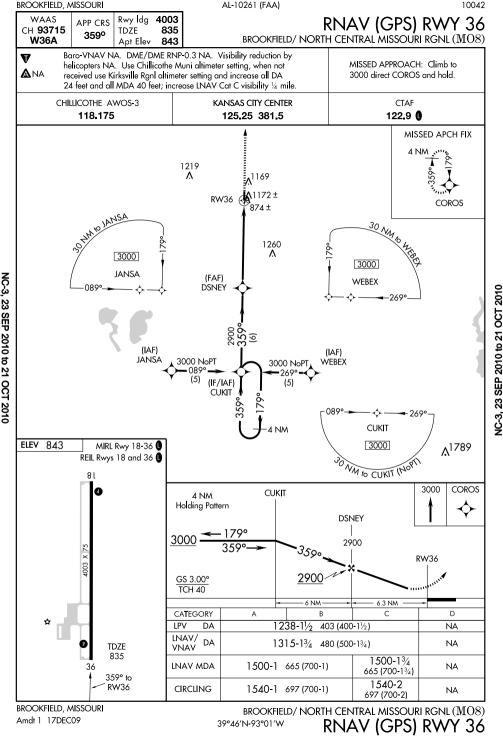
477 (500-1)

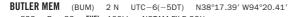




MISSOURI 193 BROOKFIELD N39°45.85′ W93°06.55′ NOTAM FILE COU. KANSAS CITY L-27A NDR (MHW) 383 B7K 271° 17 9 NM to Chillicothe Muni NDB OTS indef SHUTDOWN BROOKFIFID NORTH CENTRAL MISSOURI RGNI (MO8) 2 E UTC-6(-5DT) N39°46.20′ W93°00.77′ KANSAS CITY 843 B FIIFI 10011 IFT A NOTAM FILE COLL I-27A ΙΔΡ RWY 18-36: H4003X75 (CONC) S-12.5 RWY 18: REIL, PAPI(P4L)—GA 3.5° TCH 47', Tree. RWY 36: REIL, PAPI(P4L)-GA 3.0° TCH 37', Trees. AIRPORT REMARKS: Attended irregularly, Self-syc fuel avbl 24 hrs. For syc after hrs. call phone numbers posted on arpt management office door. Numerous waterfowl and deer on and invof arpt. Tower 319' AGL, 3500' north. 1925' east of Rwy 18 end, ACTIVATE MIRL Rwy 18-36: PAPI Rwy 18 and Rwy 36: REIL Rwy 18 and Rwy 36—CTAF COMMUNICATIONS: CTAF 122.9 KANSAS CITY CENTER APP/DEP CON 125 25 RADIO AIDS TO NAVIGATION: NOTAM FILE COU. MACON (L) VOR/DME 112.9 MCM Chan 76 N39°39.24′ W92°28.93′ 280° 25.5 NM to fld. 870/6E. BIICKHORN N37°41.85′ W92°06.23′ NOTAM FILE TRN KANSAS CITY NDR (MH) 391 BHN 323° 3.2 NM to Waynesville ST. Robert Rgnl Forney Fld. NDB unmonitored I-166 Mon-Fri 0300-1200Z‡, 24 hrs holidays and weekends. BUFFALO MUNI (H17) 1 N UTC-6(-5DT) N37°39,25' W93°05.22' KANSAS CITY 1154 R NOTAM FILE COLL I-16F RWY 03-21: H3220X50 (ASPH) LIRI Helipad H1: 40 X 40 RWY 03: Thid dsplcd 272'. Trees. RWY 21: Tree. €3 Œ AIRPORT REMARKS: Unattended, Wildlife on and invof arpt, Ultralight ß acft on and invof apt. Rwv 03-21 width variance 50-52'. Insufficient rwy safety area length byd each rwy end, fences. brush, trees, ACTIVATE LIRL Rwv 03-21-CTAF. COMMUNICATIONS: CTAF 122.9 RADIO AIDS TO NAVIGATION: NOTAM FILE SGF. SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36' W93°20.04' 029° 21.4 NM to fld. 1240/4E. HIWAS. HELIPAD H1: H40X40 (ASPH) HELIPORT REMARKS: Helipad H1 perimeter lights. 5 landing direction lights extending NE. Apch slope 8 to 1 to helipad, from northeast, arpt bcn 260' south of helipad, 5 to 1 aprch slope, ACTIVATE H1 perimeter lights-CTAF. BUTLER N38°16.33′ W94°29.29′ NOTAM FILE COU. KANSAS CITY (H) VORTAC 115.9 RUM Chan 106 074° 7.1 NM to Butler Mem 890/7F H-5C I-10I 16F







892 B S2 FUEL 100LL NOTAM FILE COU

RWY 18-36: H4000X75 (ASPH-RFSC) S-12 MIRL 0.6% up S.

RWY 18: PAPI(P2L)-GA 3.0° TCH 37', Trees. RWY 36: PAPI(P2L)—GA 3.0° TCH 36'. Trees.

AIRPORT REMARKS: Attended continuously, Parachute Jumping, Major

power plant repairs avbl. Ultralights on and invof arpt. Two twrs +195' and +411', approximately 7,000' and 14,000' S of Rwy 36

thid, PAPI Rwy 18 and Rwy 36 operates 24 hrs. WEATHER DATA SOURCES: HIWAS 115.9 BUM. COMMUNICATIONS: CTAF 122.9

RCO 122.1R 115.9T (COLUMBIA RADIO) (R) KANSAS CITY CENTER APP/DEP CON 125.55

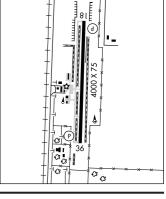
CABOOL MEM

RADIO AIDS TO NAVIGATION: NOTAM FILE COLL (H) VORTAC 115.9 RUM Chan 106 N38°16.33' W94°29.29'

(TVB) 1 NE

COMMUNICATIONS: CTAF 122.9

074° 7.1 NM to fld. 890/7E. HIWAS.



KANSAS CITY

L-16F

IAP

B FUEL 100LL, MOGAS NOTAM FILE COU RWY 03-21: H3002X50 (ASPH-AFSC) S-4 MIRL 0.5% up SW

RWY 03: Road. Rgt tfc. RWY 21: Trees. AIRPORT REMARKS: Unattended. For fuel call phone numbers posted at

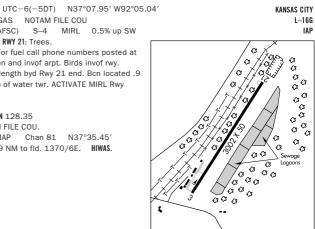
terminal. Ultralight activity on and invof arpt. Birds invof rwy. Insufficient rwy safety area length byd Rwy 21 end. Bcn located .9 of mile W/NW of arpt on top of water twr. ACTIVATE MIRL Rwy 03-21-CTAF.

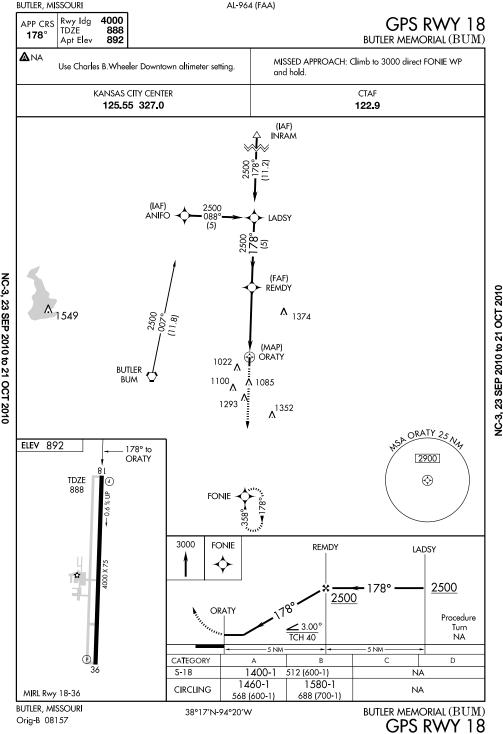
KANSAS CITY CENTER APP/DEP CON 128 35

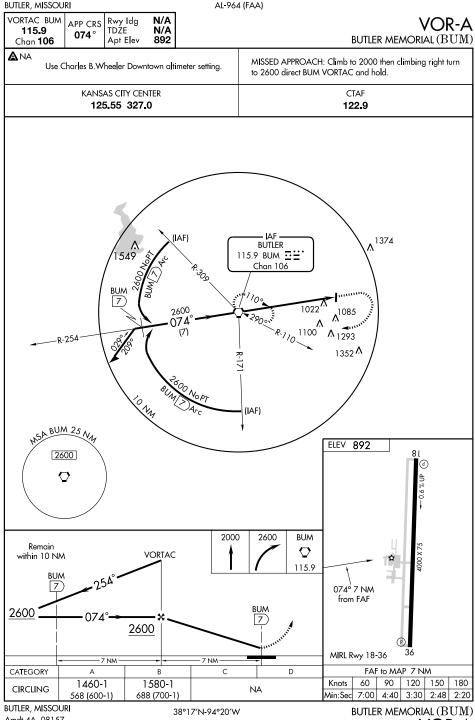
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

MAPLES (L) VORTAC 113.4 MAP

Chan 81 N37°35 45' W91°47.32' 201° 30.9 NM to fld. 1370/6E. HIWAS.



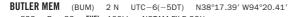




Amdt 4A 08157

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010



892 B S2 FUEL 100LL NOTAM FILE COU

RWY 18-36: H4000X75 (ASPH-RFSC) S-12 MIRL 0.6% up S.

RWY 18: PAPI(P2L)-GA 3.0° TCH 37', Trees. RWY 36: PAPI(P2L)—GA 3.0° TCH 36'. Trees.

AIRPORT REMARKS: Attended continuously, Parachute Jumping, Major

power plant repairs avbl. Ultralights on and invof arpt. Two twrs +195' and +411', approximately 7,000' and 14,000' S of Rwy 36

thid, PAPI Rwy 18 and Rwy 36 operates 24 hrs. WEATHER DATA SOURCES: HIWAS 115.9 BUM. COMMUNICATIONS: CTAF 122.9

RCO 122.1R 115.9T (COLUMBIA RADIO) (R) KANSAS CITY CENTER APP/DEP CON 125.55

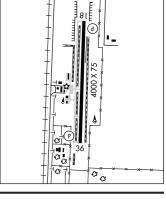
CABOOL MEM

RADIO AIDS TO NAVIGATION: NOTAM FILE COLL (H) VORTAC 115.9 RUM Chan 106 N38°16.33' W94°29.29'

(TVB) 1 NE

COMMUNICATIONS: CTAF 122.9

074° 7.1 NM to fld. 890/7E. HIWAS.



KANSAS CITY

L-16F

IAP

B FUEL 100LL, MOGAS NOTAM FILE COU RWY 03-21: H3002X50 (ASPH-AFSC) S-4 MIRL 0.5% up SW

RWY 03: Road. Rgt tfc. RWY 21: Trees. AIRPORT REMARKS: Unattended. For fuel call phone numbers posted at

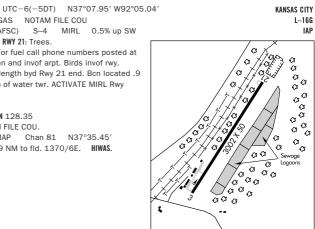
terminal. Ultralight activity on and invof arpt. Birds invof rwy. Insufficient rwy safety area length byd Rwy 21 end. Bcn located .9 of mile W/NW of arpt on top of water twr. ACTIVATE MIRL Rwy 03-21-CTAF.

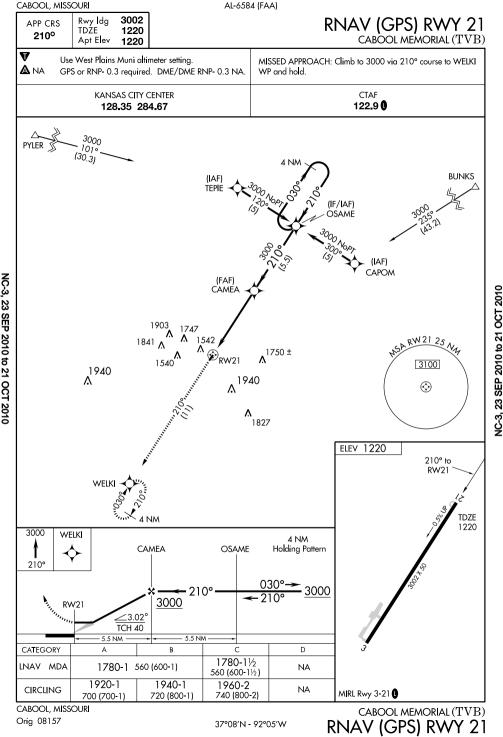
KANSAS CITY CENTER APP/DEP CON 128 35

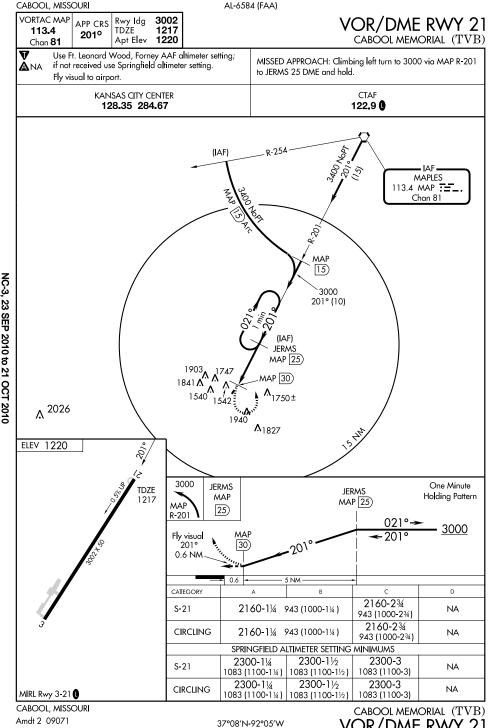
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

MAPLES (L) VORTAC 113.4 MAP

Chan 81 N37°35 45' W91°47.32' 201° 30.9 NM to fld. 1370/6E. HIWAS.







VC-3, 23 SEP 2010 to 21 OCT 2010

CAMDENTON MEM (H21) 3 SE UTC-6(-5DT) N37°58.44′ W92°41.47′ 1062 S4 FUEL 100LL, JET A NOTAM FILE COU

RWY 15-33: H4000X75 (ASPH) S-12.5 MIRL 0.3% up SE

N38°02.44'

0.4% up N

N39°57.64′

RWY 15: REIL, PAPI(P4L)—GA 3.0° TCH 41', Trees. RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended Oct-Mar 1400-2300Z±, Apr-Sep

1400-0100Z±. For fuel after hrs call number on terminal door. When landing Rwy 33, be alert to possible low level wind shear when winds are out of east or west. Be alert to banner towing on and invof arpt. CAUTION: Ultralight activity on and invof arpt.

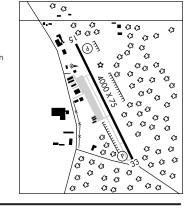
Wildlife on and invof arpt. MIRL Rwy 15-33 dusk-0530Z‡. After 0530Z‡ ACTIVATE MIRL Rwv 15-33 and REIL Rwv 15 and Rwv

33-CTAF. PAPI Rwy 15 and Rwy 33 24 hrs. COMMUNICATIONS: CTAF/UNICOM 122.8

(R) MIZZII APP/NEP CON 124 1 RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

SUNSHINE (L) VORW/DME 108.4 SHY

Chan 21 W92°36.15' 222° 5.8 NM to fld. 910/5E.



CAMERON MEM (EZZ) 2 SW UTC-6(-5DT) N39°43.65' W94°16.58' 1040 B FUEL 100LL NOTAM FILE COU

RWY 17-35: H4000X75 (CONC) S-30 MIRL RWY 17: REIL. PAPI(P4L)-GA 3.0° TCH 21'.

RWY 35: REIL, PAPI(P4L)—GA 3.0° TCH 22', Trees.

AIRPORT REMARKS: Attended Mon-Fri 1500-2300Z‡, Sat irregularly. Automated self fuel avbl 24 hrs. MIRL Rwv 17-35, PAPI Rwv 17 and Rwy 35, REIL Rwy 17 and Rwy 35 opr dusk-0600Z‡, after

0600Z± ACTIVATE and incr ints—CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8

(R) KANSAS CITY APP/DEP CON 118.4 **CLNC DEL** 121.6 RADIO AIDS TO NAVIGATION: NOTAM FILE STJ.

ST JOSEPH (H) VORTAC 115.5 STJ Chan 102 W94°55.51' 107° 33.1 NM to fld. 1160/8E.

EZZ N39°43.76′ W94°16.34′ NDB (MHW) 394 at fld. NOTAM FILE COU.

KANSAS CITY L-27A

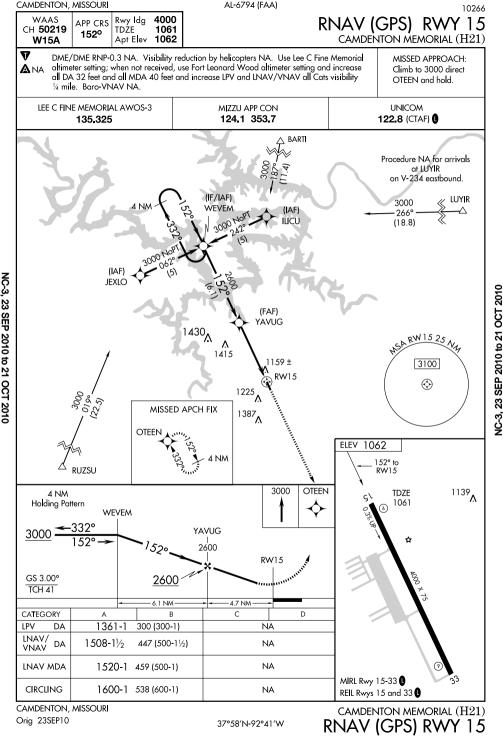
KANSAS CITY

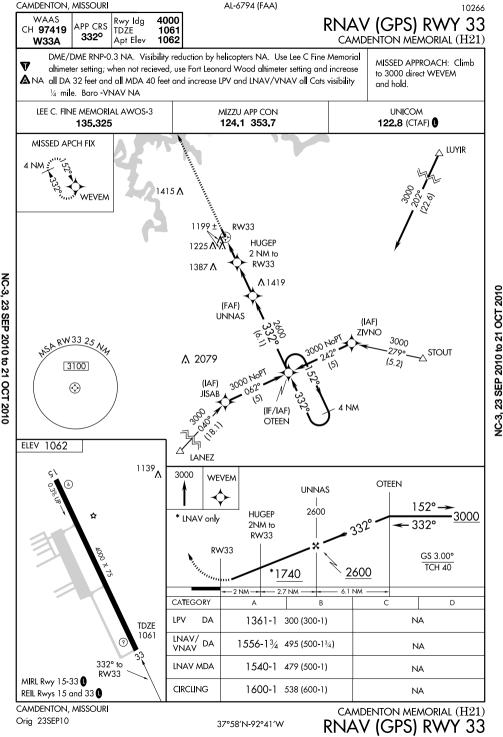
L-16G

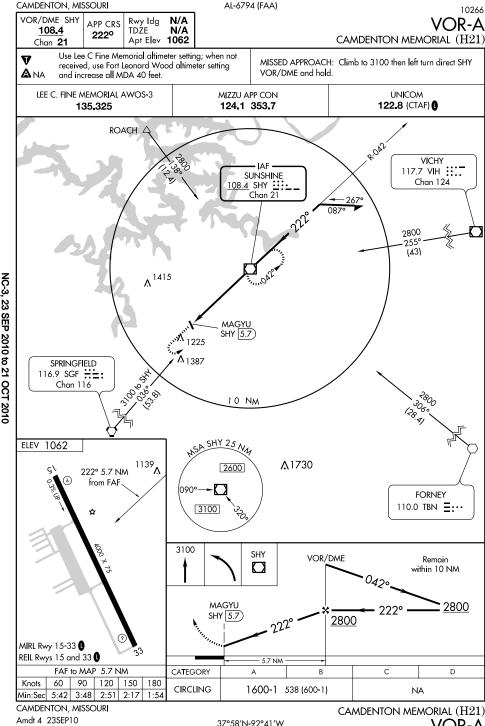
IAP

IAP

000







NC-3, 23 SEP 2010 to 21 OCT 2010

CAMDENTON MEM (H21) 3 SE UTC-6(-5DT) N37°58.44′ W92°41.47′ 1062 S4 FUEL 100LL, JET A NOTAM FILE COU

RWY 15-33: H4000X75 (ASPH) S-12.5 MIRL 0.3% up SE

N38°02.44'

0.4% up N

N39°57.64′

RWY 15: REIL, PAPI(P4L)—GA 3.0° TCH 41', Trees. RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended Oct-Mar 1400-2300Z±, Apr-Sep

1400-0100Z±. For fuel after hrs call number on terminal door. When landing Rwy 33, be alert to possible low level wind shear when winds are out of east or west. Be alert to banner towing on and invof arpt. CAUTION: Ultralight activity on and invof arpt.

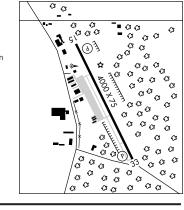
Wildlife on and invof arpt. MIRL Rwy 15-33 dusk-0530Z‡. After 0530Z‡ ACTIVATE MIRL Rwv 15-33 and REIL Rwv 15 and Rwv

33-CTAF. PAPI Rwy 15 and Rwy 33 24 hrs. COMMUNICATIONS: CTAF/UNICOM 122.8

(R) MIZZII APP/NEP CON 124 1 RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

SUNSHINE (L) VORW/DME 108.4 SHY

Chan 21 W92°36.15' 222° 5.8 NM to fld. 910/5E.



CAMERON MEM (EZZ) 2 SW UTC-6(-5DT) N39°43.65' W94°16.58' 1040 B FUEL 100LL NOTAM FILE COU

RWY 17-35: H4000X75 (CONC) S-30 MIRL RWY 17: REIL. PAPI(P4L)-GA 3.0° TCH 21'.

RWY 35: REIL, PAPI(P4L)—GA 3.0° TCH 22', Trees.

AIRPORT REMARKS: Attended Mon-Fri 1500-2300Z‡, Sat irregularly. Automated self fuel avbl 24 hrs. MIRL Rwv 17-35, PAPI Rwv 17 and Rwy 35, REIL Rwy 17 and Rwy 35 opr dusk-0600Z‡, after

0600Z± ACTIVATE and incr ints—CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8

(R) KANSAS CITY APP/DEP CON 118.4 **CLNC DEL** 121.6 RADIO AIDS TO NAVIGATION: NOTAM FILE STJ.

ST JOSEPH (H) VORTAC 115.5 STJ Chan 102 W94°55.51' 107° 33.1 NM to fld. 1160/8E.

EZZ N39°43.76′ W94°16.34′ NDB (MHW) 394 at fld. NOTAM FILE COU.

KANSAS CITY L-27A

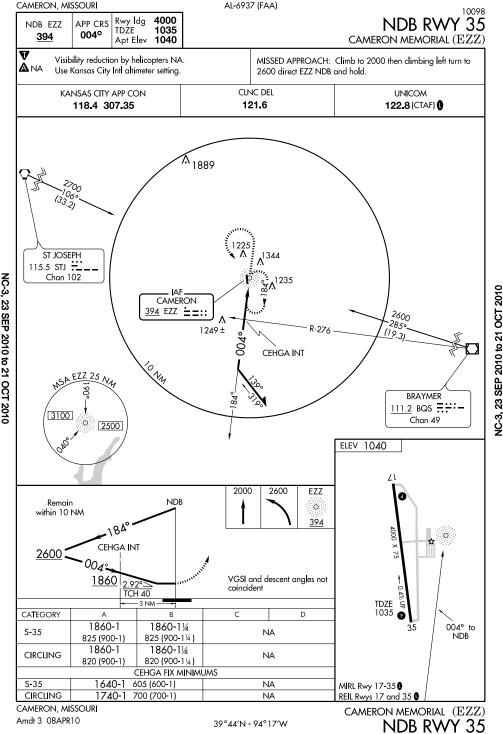
KANSAS CITY

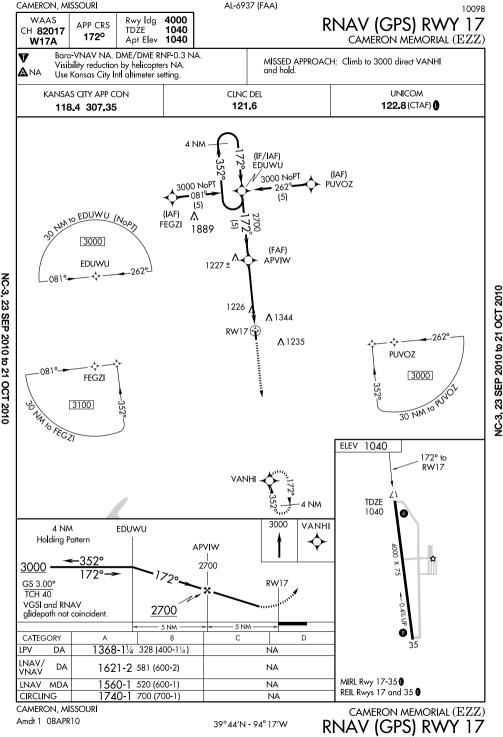
L-16G

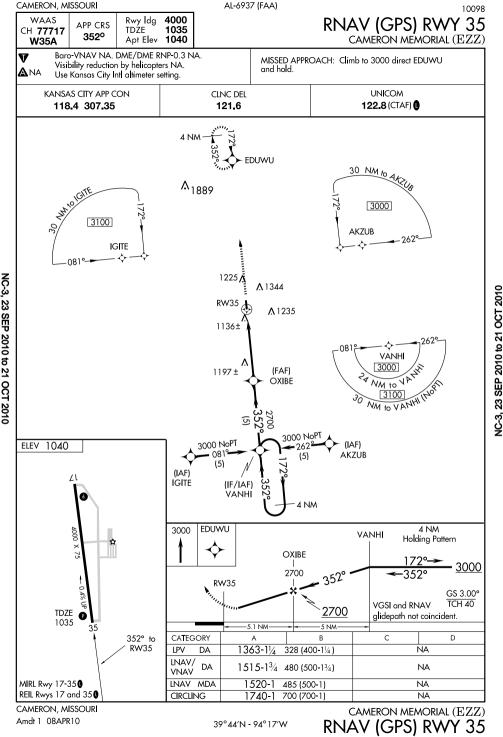
IAP

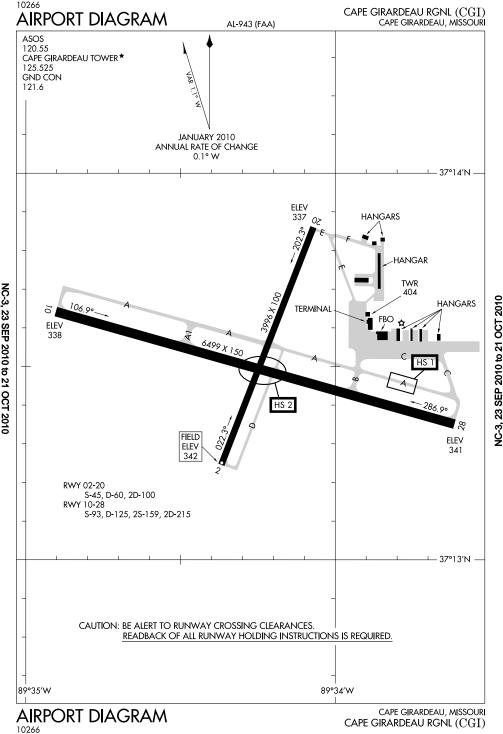
IAP

000









3 E UTC-6(-5DT)

LIRL (NSTD)

N36°29.16′ W90°00.94′

196

(34M)

numerous cracks, loose aggregate, fod.

CAMPBELL MUNI

284 NOTAM FILE STL RWY 18-36: H3000X50 (ASPH)

RWY 18: Road.

CAPE GIRARDEAU RGNL

RWY 10: MALSR.

MIRI

S4 FUEL 100LL, JET A OX 3 Class III, ARFF Index A

(CGI)

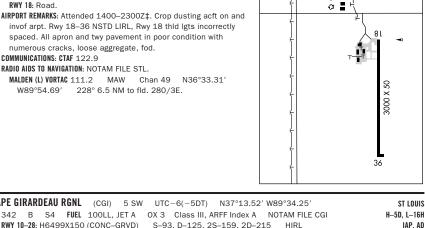
RWY 28: ODALS. VASI(V4L)-GA 3.0° TCH 38'. Tree. RWY 02-20: H3996X100 (ASPH-CONC) S-45, D-60, 2D-100

AIRPORT REMARKS: Attended Mon-Sat 1100-0400Z‡, Sun

COMMUNICATIONS: CTAF 122.9 RADIO AIDS TO NAVIGATION: NOTAM FILE STL. MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31' W89°54.69' 228° 6.5 NM to fld. 280/3E.

invof arpt. Rwy 18-36 NSTD LIRL, Rwy 18 thld Igts incorrectly

spaced. All apron and twy pavement in poor condition with



GGG GGG

ST. LOUIS

H-5D. L-27B. A

at fld. 340/1E.

103° 6.5 NM to fld.

ST. LOUIS L-16H

1200-0400Z‡. For svc after hrs call 573-335-6631 Mon-Sat. 573-335-6632 Sun. Northern 100' Twy C not visible fm twr. As a Class III arpt, CLOSED to air carrier ops with more than 30 passenger seats. Ctc arpt manager 573-334-6230 for information. ACTIVATE MALSR Rwy 10 and ODALS Rwy 28-CTAF. WEATHER DATA SOURCES: ASOS 120.55 (573) 335-3811.

RWY 02: VASI(V4L)-GA 4.0° TCH 52'. Tree. RWY 20: VASI(V4L)-GA 3.0° TCH 45'.

COMMUNICATIONS: CTAF 125.525 **IINICOM** 122 95

5 SW UTC-6(-5DT)

RCO 122.1R 112.9T (ST LOUIS RADIO) RCO 122.4 (ST LOUIS RADIO) MEMPHIS CENTER APP/DEP CON 133 65

AIRSPACE: CLASS D svc 1300-2300Z tother times CLASS E. RADIO AIDS TO NAVIGATION: NOTAM FILE CGI. (L) VOR/DME 112.9 CGI Chan 76 N37°13.65′ W89°34.34′ DUTCH NDB (LOM) 248 CG N37°15.21' W89°42.04'

TOWER 125.525 (1300-2300Z±) GND CON 121.6

Chan 32 Rwy 10 LOM DUTCH NDB. ILS unmonitored when twr clsd. LOC back **ILS/DME** 109.5 I–CGI course unusable byd 20° left of course.

CAPT BEN SMITH AIRFIELD-MONROE CITY (See MONROE CITY)

CARDINAL N38°45.16′ W90°21.65′ NOTAM FILE STL

(H)VORW/DME 116.45 CSX Chan 111(Y) at Lambert-St Louis Intl. 530/0E.

COMM/NAV/WEATHER REMARKS: Cape Girardeau RCO frequency 121.5 unmonitored 0000-1200Z‡.

VOR/DME unusable 164°-234° byd 15 NM blo 3,000′, 164°-234° byd 24NM blo 4,500′. DME portion unusable: 027°-033° byd 30 NM blo 4,500′ 164°-234° bvd 15 NM blo 4.500′ 041°-138° bvd 25 NM blo 4 500' 300°-016° bvd 33 NM blo 4 500′

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

| increased risk has been reduced or eliminated. | | | | |
|--|--------------|--|--|--|
| CITY/AIRPORT | HOT SPOT | DESCRIPTION* | | |
| BRANSON, MO | | | | |
| BRANSON (BBG) | HS 1 | Ramp area exits on to rwy. | | |
| | HS 2 | Twy turn around at end of rwy. Frequent back taxi operations. | | |
| CAPE GIRARDEAU, MO | | | | |
| CAPE GIRARDEAU RGNL (CGI) | HS 1 | Area not visible from the twr. | | |
| | HS 2 | Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D. | | |
| CEDAR RAPIDS, IA | | | | |
| THE EASTERN IOWA (CID) | HS 1 HS 2 | Frequent aircraft and vehicle rwy crossings. | | |
| | = | Int rwys. | | |
| COLLINADIA MO | HS 3 | Twy crossing rwy. | | |
| COLUMBIA, MO | HS 1 | Confusing two int | | |
| COLUMBIA RGNL (COU) | HS 2 | Confusing twy int. Unusual rwy holding position. | | |
| | HS 3 | Unusual rwy/rwy holding position. | | |
| DES MOINES, IA | 110 3 | Offusual rwy/rwy floiding position. | | |
| DES MOINES INTL (DSM) | HS 1 | From Twy B, turn on Twy D to access all rwys. | | |
| DEG MONTE (BOM) | HS 2 | Center twy complex and int rwys, use extreme caution. | | |
| | HS 3 | The apch end of Rwy 05 at Twy P has limited visibility from the twr. | | |
| | HS 4 | ATCT restricted visibility at Iowa Air National Guard complex. | | |
| DUBUQUE, IA | | | | |
| DUBUQUE RGNL (DBQ) | HS 1 | Apch ends of rwys in close proximity. | | |
| , , | HS 2 | Rwy 13-31 in close proximity to ramp non-movement area at Twy D. | | |
| | HS 3 | Rwy 13-31 in close proximity to ramp non-movement area at Twy C. | | |
| FORT DODGE, IA | | | | |
| FORT DODGE RGNL (FOD) | HS 1 | Int on twy just prior to rwys. | | |
| FORT LEONARD WOOD, MO | | | | |
| WAYNESVILLE-ST. ROBERT | | | | |
| RGNL FORNEY FLD (TBN) | HS 1 | Single twy access to rwy. Frequent back-taxi ops. | | |
| | | enigle try access to try. Troquent such tax oper | | |
| JEFFERSON CITY, MO | | | | |
| JEFFERSON CITY | | | | |
| MEMORIAL (JEF) | HS 1 | Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27. | | |
| | HS 2 | Twy B at Rwy 27 holding position marking. | | |
| JOPLIN, MO | | | | |
| JOPLIN RGNL (JLN) | HS 1 | Complex twy/rwy int. | | |
| | HS 2 | Ramp exit in close proximity to rwy. | | |
| KANSAS CITY, MO | | | | |
| CHARLES B. WHEELER | | | | |
| DOWNTOWN (MKC) | HS 1 | Twy G int with Rwy 03-21. | | |
| | HS 2 | Holding short between Rwy 01-19 and Rwy 03-21. | | |
| | HS 3 | Confusing twy int. | | |
| | | | | |

23 SEP 2010 to 21 OCT 2010

CITY/AIRPORT

KANSAS CITY, MO KANSAS CITY INTL (MCI)

SPRINGFIELD-BRANSON

WATERLOO RGNL (ALO)

(CONTINUED)

HOT SPOTS

HOT SPOT

DESCRIPTION*

Busy vehicle service road crosses Twy G east of Twy B.

| | HS 2 | Twy E and Twy F int with Rwy 09-27. |
|-----------------------|------|---------------------------------------|
| | HS 3 | Twy C and Twy D int with Rwy 01R-19L. |
| | HS 4 | Twy B2 crosses service road. |
| KIRKSVILLE, MO | | |
| KIRKSVILLE RGNL (IRK) | HS 1 | Turf rwy taxi route via Rwy 18-36. |
| | | |

MASON CITY IA MASON CITY MUNI (MCW) HS₁ Twy leads to multiple rwys. ST JOSEPH, MO

HS₁

HS₁ Ramp in close proximity to rwy. ROSECRANS MEMORIAL (STJ)

HS 2 Closely located rwys. HS 3 Back taxi required for full length Rwv 13. ST LOUIS, MO LAMBERT-ST LOUIS INTL (STL) HS₁ Twy D at int with Twy L in close proximity to Rwy 12R-30L.

HS₂ Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twv T to Rwv 29 and Twv A to Rwv 06. HS 3 Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.

ST LOUIS, MO ST LOUIS/SPIRIT OF ST LOUIS (SUS) HS₁ Complex twv int. HS₂ Blind spots on movement area. HS 3 Blind spot on movement area.

SIOUX CITY, IA SIOUX GATEWAY/ HS₁

COLONEL BUD DAY FIELD (SUX) Twy B intersects with Rwy 31 and Rwy 35 at the apch end HS 2 Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area. SPRINGFIELD, MO

HS₁ NATIONAL (SGF) Twys in close proximity to rwys at unusual angles. HS 2 Ramp exit crosses rwy. HS 3 Twr blind spot on movement area. WATERLOO, IA

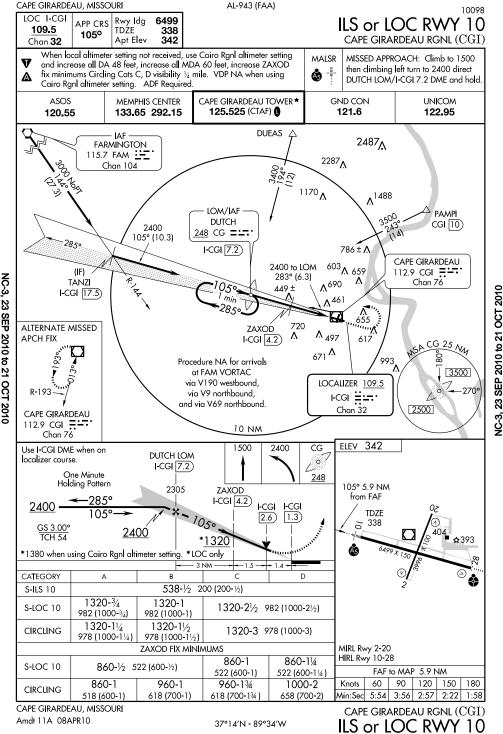
HS 1

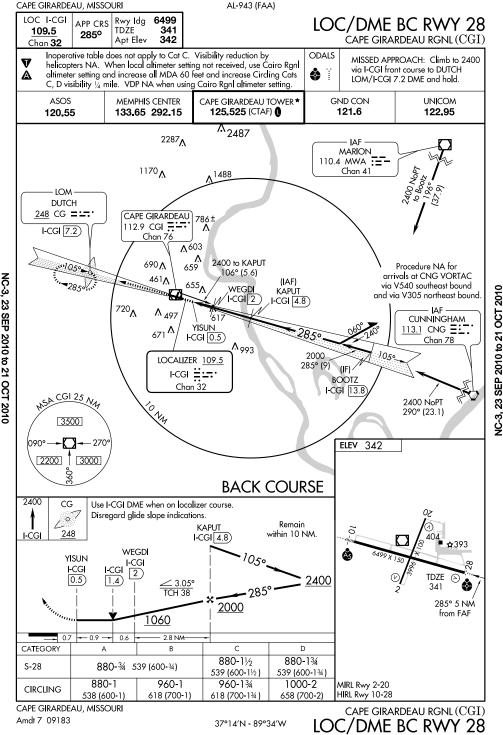
HS 2 Twy leads to multiple rwys. HS 3 Twy crosses rwy immediately after leaving ramp.

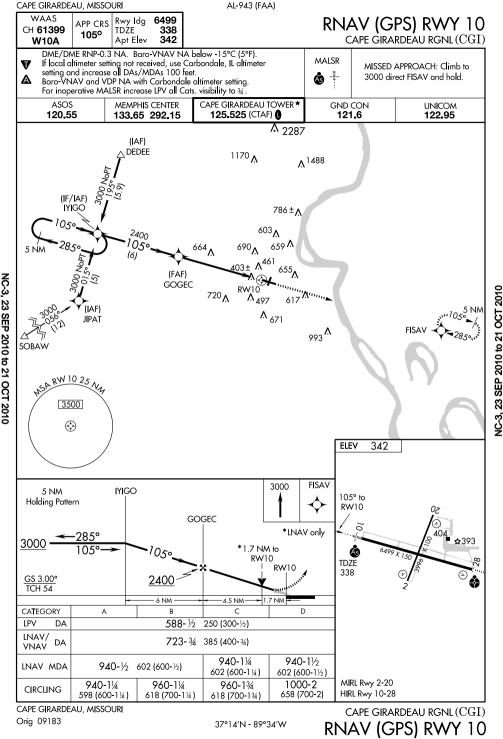
HS 4 Twy crosses to ANG Hangar and rwy.

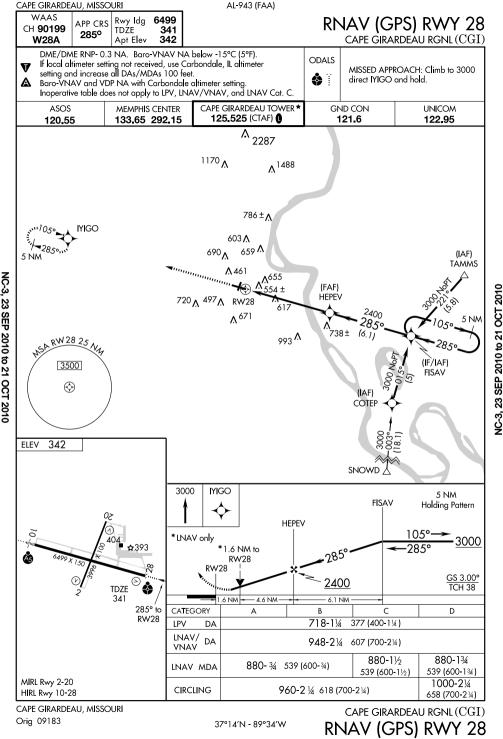
*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

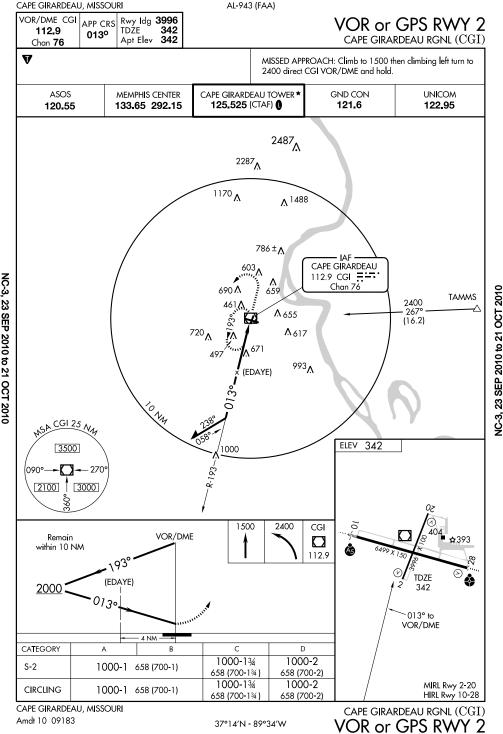
Twy int near rwys.

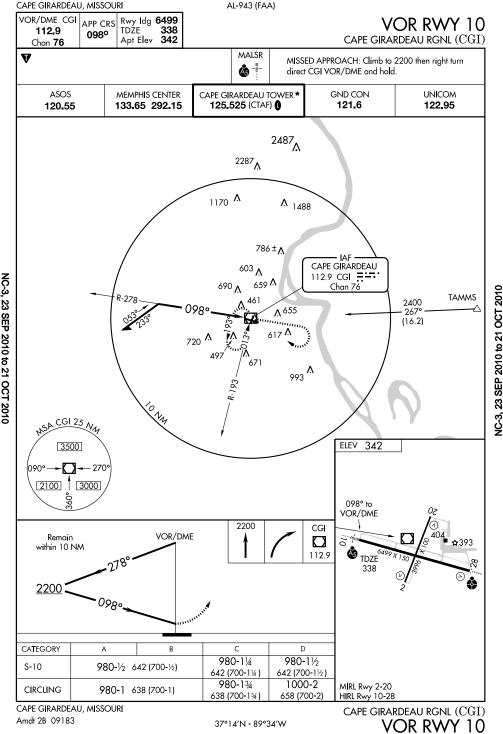












UTC-6(-5DT) N39°18.73′ W93°30.39′

197

KANSAS CITY

ST LOUIS

I-16H IAP

RWY 18: Brush. RWY 36: P-line.

3 S

NOTAM FILE COU

1 SW

RWY 36: Trees.

MIRL

(K26)

AIRPORT REMARKS: Unattended, Fuel self-serve fuel with credit card. Low level crops within 60' of rwy centerline. MIRL Rwy 18-36 preset on low ints.

UTC-6(-5DT)

COMMUNICATIONS: CTAF 122.9

FUEL 100LL

RWY 18-36: H2600X50 (ASPH-AFSC)

CARUTHERSVILLE MEM (MØ5) FUEL 100LL, JET A NOTAM FILE STL

CARROLLTON MEM

670 B

RWY 18-36: H4005X75 (ASPH) RWY 18: Trees. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1400-22307±, 100LL fuel avbl 24 hrs. Crop dusting acft on and invof arpt. Rough ground in rwy

safety area on sides and both ends of runway. ACTIVATE MIRL Rwy 18-36-CTAF. COMMUNICATIONS: CTAF 122.9

MEMPHIS CENTER APP/DEP CON 134 65 RADIO AIDS TO NAVIGATION: NOTAM FILE DYR. DYERSBURG (L) VORTACW 116.8 DYR Chan 115 N36°01.11' W89°19.06' 294° 19.6 NM to fld. 380/3E. HIWAS.

N36°10.15′ W89°40.59′

C C Residential 3 3 3333 Golf Course <3 ■ (3 (3 €3 36

2 NW S2 FUEL 100LL NOTAM FILE COU RWY 09-27: H3600X60 (ASPH) S-8 MIRL RWY 09: Tree. RWY 27: P-line. AIRPORT REMARKS: Unattended, 100LL self svc avbl with credit card

UTC-6(-5DT)

only. For fuel call phone number on terminal building, ACTIVATE MIRL Rwy 09-27 -CTAF. COMMUNICATIONS: CTAF 122.9

(94K)

CASSVILLE MUNI

R SPRINGFIELD APP/DEP CON 124.95 RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

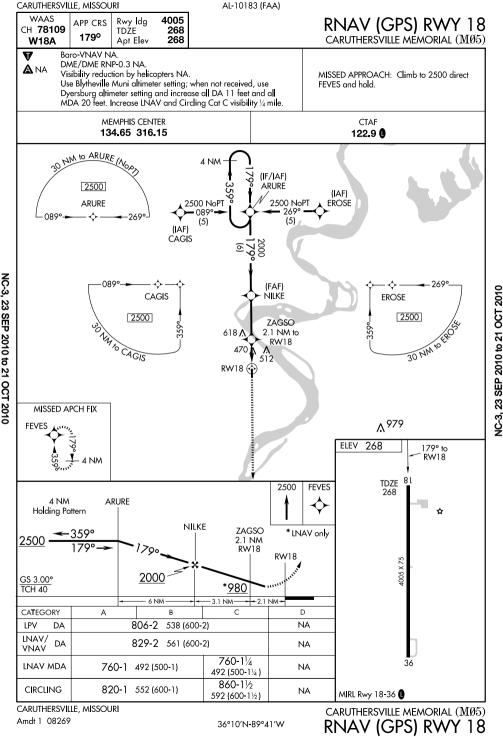
NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55' W94°26.14' 101° 27.2 NM to fld. 1200/7E.

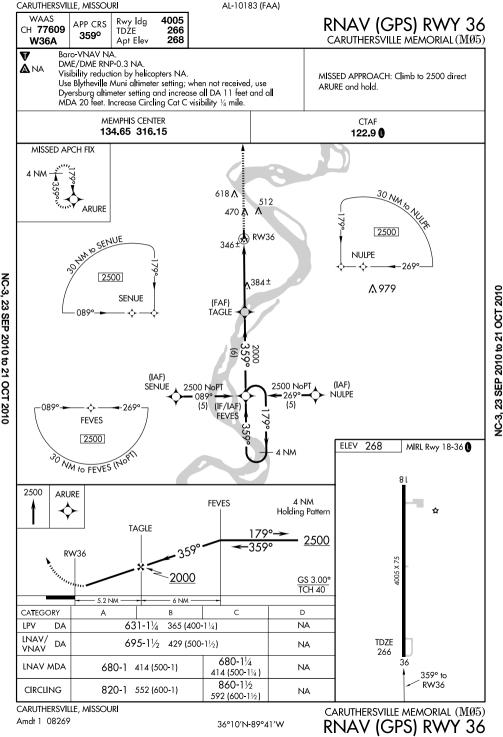
N36°41.85′ W93°54.03′ KANSAS CITY L-16F IAP G G C Ø. C3 3600 X 60 **■** Ø C3 C3 4 €3 3 €3 (3 €3 ଫ†ଫଫ Œ €3 C3 €3 . €3 €3 Œ €3

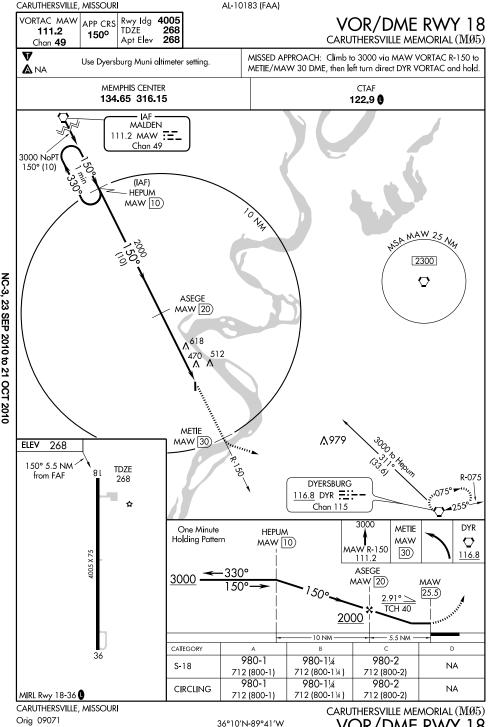
CHARLES B WHEELER DOWNTOWN (See KANSAS CITY)

CHARLESTON N36°50.70′ W89°21.41′ NOTAM FILE STL. NDB (MHW) 208 CHO at Mississippi Co.

ST LOUIS L-16H







NC-3, 23 SEP 2010 to 21 OCT 2010

UTC-6(-5DT) N39°18.73′ W93°30.39′

197

KANSAS CITY

ST LOUIS

I-16H IAP

RWY 18: Brush. RWY 36: P-line.

3 S

NOTAM FILE COU

1 SW

RWY 36: Trees.

MIRL

(K26)

AIRPORT REMARKS: Unattended, Fuel self-serve fuel with credit card. Low level crops within 60' of rwy centerline. MIRL Rwy 18-36 preset on low ints.

UTC-6(-5DT)

COMMUNICATIONS: CTAF 122.9

FUEL 100LL

RWY 18-36: H2600X50 (ASPH-AFSC)

CARUTHERSVILLE MEM (MØ5) FUEL 100LL, JET A NOTAM FILE STL

CARROLLTON MEM

670 B

RWY 18-36: H4005X75 (ASPH) RWY 18: Trees. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1400-22307±, 100LL fuel avbl 24 hrs. Crop dusting acft on and invof arpt. Rough ground in rwy

safety area on sides and both ends of runway. ACTIVATE MIRL Rwy 18-36-CTAF. COMMUNICATIONS: CTAF 122.9

MEMPHIS CENTER APP/DEP CON 134 65 RADIO AIDS TO NAVIGATION: NOTAM FILE DYR. DYERSBURG (L) VORTACW 116.8 DYR Chan 115 N36°01.11' W89°19.06' 294° 19.6 NM to fld. 380/3E. HIWAS.

N36°10.15′ W89°40.59′

C C Residential 3 3 3333 Golf Course <3 ■ (3 (3 €3 36

2 NW S2 FUEL 100LL NOTAM FILE COU RWY 09-27: H3600X60 (ASPH) S-8 MIRL RWY 09: Tree. RWY 27: P-line. AIRPORT REMARKS: Unattended, 100LL self svc avbl with credit card

UTC-6(-5DT)

only. For fuel call phone number on terminal building, ACTIVATE MIRL Rwy 09-27 -CTAF. COMMUNICATIONS: CTAF 122.9

(94K)

CASSVILLE MUNI

R SPRINGFIELD APP/DEP CON 124.95 RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

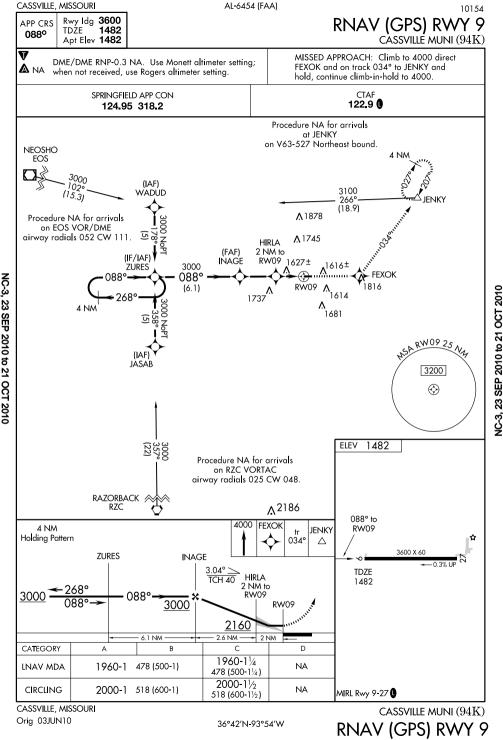
NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55' W94°26.14' 101° 27.2 NM to fld. 1200/7E.

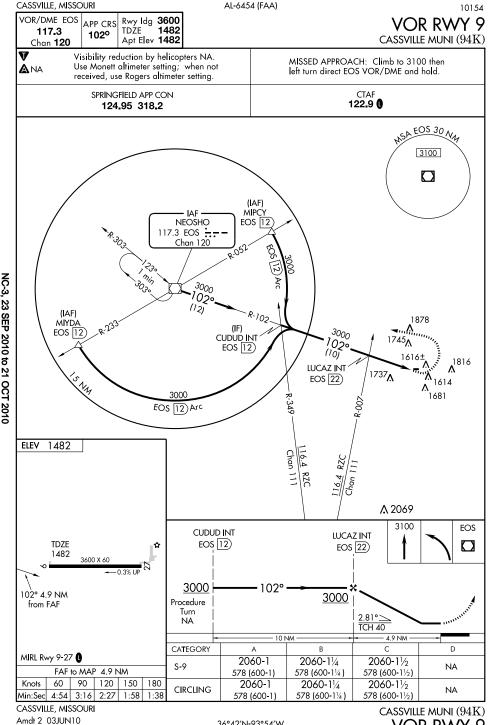
N36°41.85′ W93°54.03′ KANSAS CITY L-16F IAP G G C Ø. C3 3600 X 60 **■** Ø C3 C3 4 €3 3 €3 (3 €3 ଫ†ଫଫ Œ €3 C3 €3 . €3 €3 Œ €3

CHARLES B WHEELER DOWNTOWN (See KANSAS CITY)

CHARLESTON N36°50.70′ W89°21.41′ NOTAM FILE STL. NDB (MHW) 208 CHO at Mississippi Co.

ST LOUIS L-16H





VOR RWY 9

NC-3, 23 SEP 2010 to 21 OCT 2010

CHARLESTON

MISSISSIPPI CO (CHO) 4 S UTC-6(-5DT) N36°50.53′ W89°21.58′

S-12.5

MIRL (NSTD)

N37°00 52'

0.5% up NW

N39°46.92' W93°29.78'

RWY 18: VASI(V2L)—GA 3.0° TCH 25', Road. RWY 36: VASI(V2L)-GA 3.0° TCH 25'. Tree.

RWY 18-36: H3196X60 (ASPH-AFSC)

313 R NOTAM FILE STI

AIRPORT REMARKS: Attended irregularly, Parachute Jumping, Ultralight and crop dusting acft on and invof arpt. Crops within rwv primary

surface and rwy safety area at Rwy 36 end, Rwy 18-36 numerous

cracks with + 1-2 ft tall weeds on all edges of rwy pavement. Rwy

18-36 NSTD MIRL, 6 thld lgts Rwy 36. Thld lights located too

close to rwy ends. No vellow edge lgts last 1600' Rwy 36, Rwy 18 and Rwv 36 VASI OTS indef. Rotating bcn OTS indef. MIRL Rwv

18-36 preset on med ints: to increase ints-CTAF. COMMUNICATIONS: CTAF 122 9

MEMPHIS CENTER APP/DEP CON 133 65 RADIO AIDS TO NAVIGATION: NOTAM FILE PAH.

CUNNINGHAM (I) VORTACW 113 1 CNG Chan 78 W88°50.22' 246° 27.1 NM to fld. 480/3E.

CHARLESTON NDB (MHW) 208 CHO N36°50.70′ W89°21.41′

at fld. NOTAM FILE STL.

FIIFI 100LL NOTAM FILE COLL RWY 14-32: H3899X75 (ASPH) S-15 MIRI

CHILLICOTHE MUNI

RWY 14: Trees. RWY 32: PAPI(P4R)—GA 3.5° TCH 44', Road. RWY 02-20: 3595X110 (TURF) 0.4% up NE

(CHT)

RWY 02: Thid dspicd 190', Pole. RWY 20: Thid dspled 390'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z±. Sun 1900-2300Z±. Ultralight acft on and invof arpt. Wildlife and geese on and invof arpt. NSTD rwy safety area byd both ends of

3 F

UTC-6(-5DT)

Rwy 02-20, incorrect terrain grades and crops, Rwy 14-32 restricted to acft 12,500 lbs maximum gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager on 660-646-5270, Rwy 02-20 surface rolling and uneven, Rwy 02-20 marked with large yellow cones. Dsplcd thlds marked with 3 large yellow cones on each side of rwy. ACTIVATE PAPI Rwy 32—CTAF

WEATHER DATA SOURCES: AWOS-3 118.175 (660) 646-0713. COMMUNICATIONS: CTAF/UNICOM 122 8

RCO 122 25 (COLUMBIA RADIO) KANSAS CITY CENTER APP/DEP CON 125.25

RADIO AIDS TO NAVIGATION: NOTAM FILE IRK. KIRKSVILLE (H) VORTAC 114.6 IRK

Chan 93 N40°08.10' W92°35.50' 237° 46 8 NM to fld 985/6E. HIWAS. N39°46.63' W93°29.65' NDB (MHW) 375 CHT at fld. NOTAM FILE COU.

IAP 09 X 96 33 €3 *(*3 €3 ß **43** ß **3** €3

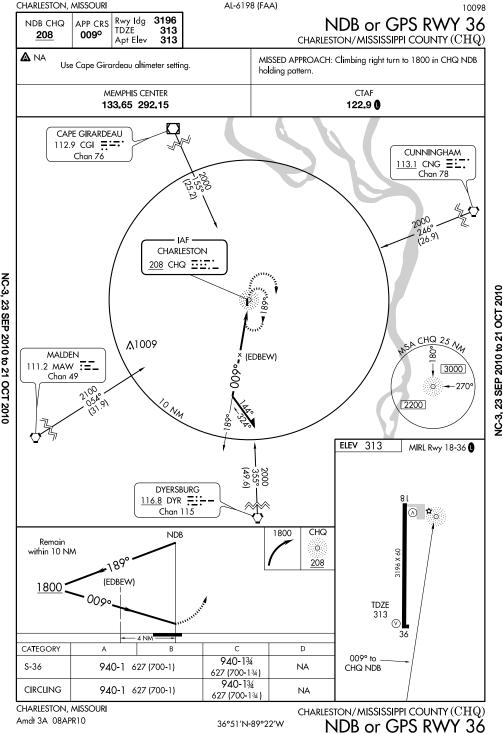
KANSAS CITY I-27A

IAP

ST LOUIS

I_16H

ପ ଓ ପ 03 000 OF CO ુ હ ß



CHARLESTON

MISSISSIPPI CO (CHO) 4 S UTC-6(-5DT) N36°50.53′ W89°21.58′

S-12.5

MIRL (NSTD)

N37°00 52'

0.5% up NW

N39°46.92' W93°29.78'

RWY 18: VASI(V2L)—GA 3.0° TCH 25', Road. RWY 36: VASI(V2L)-GA 3.0° TCH 25'. Tree.

RWY 18-36: H3196X60 (ASPH-AFSC)

313 R NOTAM FILE STI

AIRPORT REMARKS: Attended irregularly, Parachute Jumping, Ultralight and crop dusting acft on and invof arpt. Crops within rwv primary

surface and rwy safety area at Rwy 36 end, Rwy 18-36 numerous

cracks with + 1-2 ft tall weeds on all edges of rwy pavement. Rwy

18-36 NSTD MIRL, 6 thld lgts Rwy 36. Thld lights located too

close to rwy ends. No vellow edge lgts last 1600' Rwy 36, Rwy 18 and Rwv 36 VASI OTS indef. Rotating bcn OTS indef. MIRL Rwv

18-36 preset on med ints: to increase ints-CTAF. COMMUNICATIONS: CTAF 122 9

MEMPHIS CENTER APP/DEP CON 133 65 RADIO AIDS TO NAVIGATION: NOTAM FILE PAH.

CUNNINGHAM (I) VORTACW 113 1 CNG Chan 78 W88°50.22' 246° 27.1 NM to fld. 480/3E.

CHARLESTON NDB (MHW) 208 CHO N36°50.70′ W89°21.41′

at fld. NOTAM FILE STL.

FIIFI 100LL NOTAM FILE COLL RWY 14-32: H3899X75 (ASPH) S-15 MIRI

CHILLICOTHE MUNI

RWY 14: Trees. RWY 32: PAPI(P4R)—GA 3.5° TCH 44', Road. RWY 02-20: 3595X110 (TURF) 0.4% up NE

(CHT)

RWY 02: Thid dspicd 190', Pole. RWY 20: Thid dspled 390'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z±. Sun 1900-2300Z±. Ultralight acft on and invof arpt. Wildlife and geese on and invof arpt. NSTD rwy safety area byd both ends of

3 F

UTC-6(-5DT)

Rwy 02-20, incorrect terrain grades and crops, Rwy 14-32 restricted to acft 12,500 lbs maximum gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager on 660-646-5270, Rwy 02-20 surface rolling and uneven, Rwy 02-20 marked with large yellow cones. Dsplcd thlds marked with 3 large yellow cones on each side of rwy. ACTIVATE PAPI Rwy 32—CTAF

WEATHER DATA SOURCES: AWOS-3 118.175 (660) 646-0713. COMMUNICATIONS: CTAF/UNICOM 122 8

RCO 122 25 (COLUMBIA RADIO) KANSAS CITY CENTER APP/DEP CON 125.25

RADIO AIDS TO NAVIGATION: NOTAM FILE IRK. KIRKSVILLE (H) VORTAC 114.6 IRK

Chan 93 N40°08.10' W92°35.50' 237° 46 8 NM to fld 985/6E. HIWAS. N39°46.63' W93°29.65' NDB (MHW) 375 CHT at fld. NOTAM FILE COU.

IAP 09 X 96 33 €3 *(*3 €3 ß **43** ß **3** €3

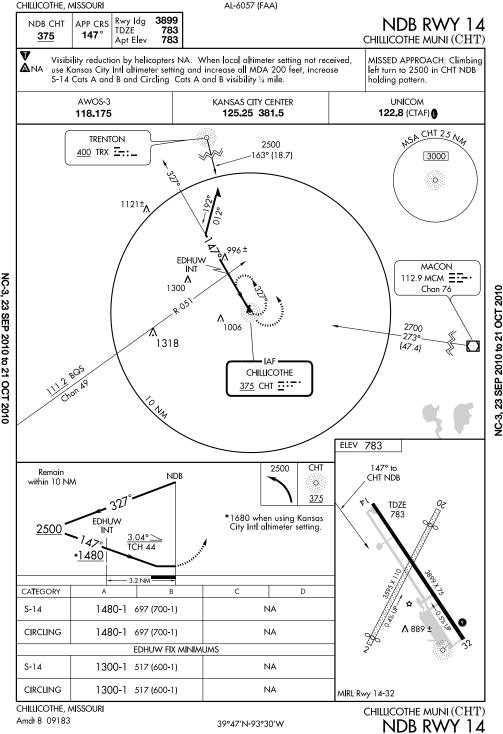
KANSAS CITY I-27A

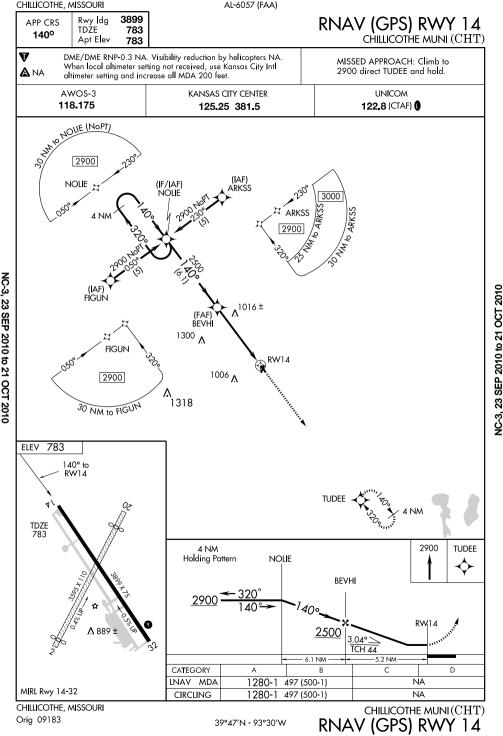
IAP

ST LOUIS

I_16H

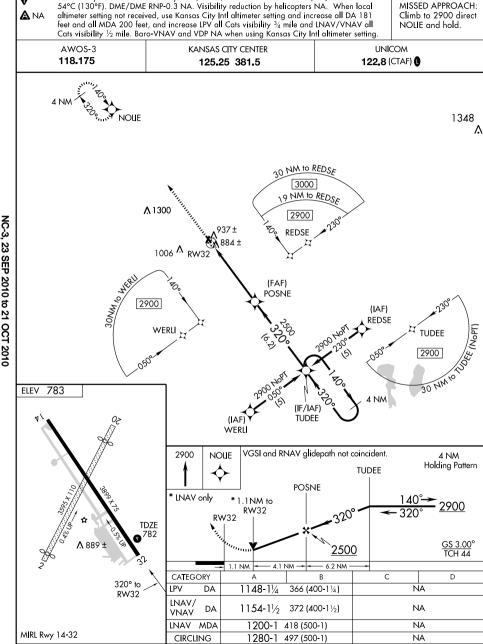
ପ ଓ ପ 03 000 OF CO ુ હ ß





VC-3, 23 SEP 2010 to 21 OCT 2010

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DA 181 feet and all MDA 200 feet, and increase LPV all Cats visibility 3/4 mile and LNAV/VNAV all



CHILLICOTHE, MISSOURI

39°47′N - 93°30′W

CHILLICOTHE MUNI (CHT) RNAV (GPS) RWY 32

€3

Œ

03

Œ

NOTAM FILE COU

ଫଫଫ ś

HIRL

C3 C3

¢

at fld.

199

L-27A

т.

C3

€3

o^C Ç

€3

€3

KANSAS CITY

H-5D. L-27B

IAP, AD

€3 C3 C3

Ø C3 IAP

KANSAS CITY

MISSOURI

CLINTON MEM (GLY) 4 E UTC-6(-5DT) N38°21.40′ W93°41.05′ FUEL 100LL, JET A NOTAM FILE COU S3

RWY 04-22: H4001X60 (ASPH) S-12.5, D-16 RWY 04: REIL, PAPI(P4L)-GA 3.5° TCH 39', Trees.

RWY 22: REIL. PAPI(P4L)-GA 3.5° TCH 39'. Trees.

AIRPORT REMARKS: Attended May-Oct Wed-Mon 1400-0100Z‡,

Nov-Apr Wed-Mon 1400-0000Z‡. Fuel avbl 24 hrs. MIRL Rwy 04-22 dusk-0300Z‡, after 0300Z‡ ACTIVATE MIRL Rwy

04-22-CTAF. ACTIVATE REIL Rwy 04 and Rwy 22, PAPI Rwy 04 and Rwy 22-CTAF. Bcn avbl after 0600Z‡ by prior request-Call

WEATHER DATA SOURCES: AWOS-3 120.475 (660) 885-3851. COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.4 (COLUMBIA RADIO)

660-885-8889.

R WHITEMAN APP CON 127.45 (Opr 24 hr from Mon 1300Z‡ thru Sat

0500Z‡, Sat-Sun 1400-2300Z‡, clsd holidays) other times ctc

R KANSAS CITY CENTER APP/DEP CON 135.575

R WHITEMAN DEP CON 125.925 (Opr 24 hr from Mon 1300Z‡ thru Sat

0500Z‡, Sat-Sun 1400-2300Z‡, clsd holidays) other times ctc

(R) KANSAS CITY CENTER APP/DEP CON 135.575 RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

BUTLER (H) VORTAC 115.9 BUM

Chan 106 N38°16.33' W94°29.29' 075° 38.3 NM to fld. 890/7E.

HIWAS. GOLDEN VALLEY NDB (MHW) 388 GLY N38°21.54′ W93°41.08′

COLUMBIA RGNL (COU) 10 SE UTC-6(-5DT)N38°49.09' W92°13.18'

S4 FUEL 100LL, JET A OX 2 ARFF Index—See Remarks RWY 02-20: H6501X150 (CONC-GRVD) S-92, D-125, 2S-159, 2D-215 RWY 02: MALSR.

RWY 20: ODALS, REIL, VASI(V4L)-GA 3.0° TCH 39'. RWY 13-31: H4401X75 (ASPH) S-24, D-24

RWY 13: REIL. VASI(V2L)-GA 3.0° TCH 44'. Road. RWY 31: REIL. VASI(V2L)-GA 3.15° TCH 33'.

LAND AND HOLD SHORT OPERATIONS LANDING HOLD SHORT POINT DIST AVRI RWY 02 13-31 6050

RWY 13 02-20 3500 AIRPORT REMARKS: Attended continuously. Class I, ARFF Index A. 48 hrs PPR for unscheduled air carrier ops with more than 30 passenger seats, call safety officer (573) 817-5061 or (573) 817-5064. ARFF Index B is provided. ARFF Index C level equipment avbl upon

request with 48 hrs PPR call (573) 817-5061 or (573) 817-5064. RVR touchdown Rwy 02 avbl. When twr clsd ACTIVATE HIRL Rwy 02-20 MIRL Rwy 13-31, MALSR Rwy 02 and ODALS Rwy

20-119.3. WEATHER DATA SOURCES: ASOS (573) 499-1400. HIWAS 110.2 COU. COMMUNICATIONS: CTAF 119.3 **IINICOM** 122 95 ATIS 128 45

RCO 122.65 122.2 (COLUMBIA RADIO) R MIZZU APP/DEP CON 124.375

TOWER 119.3 (1300-0300Z±) **GND CON 121.6** AIRSPACE: CLASS D svc 1300-0300Z‡ other times CLASS E.

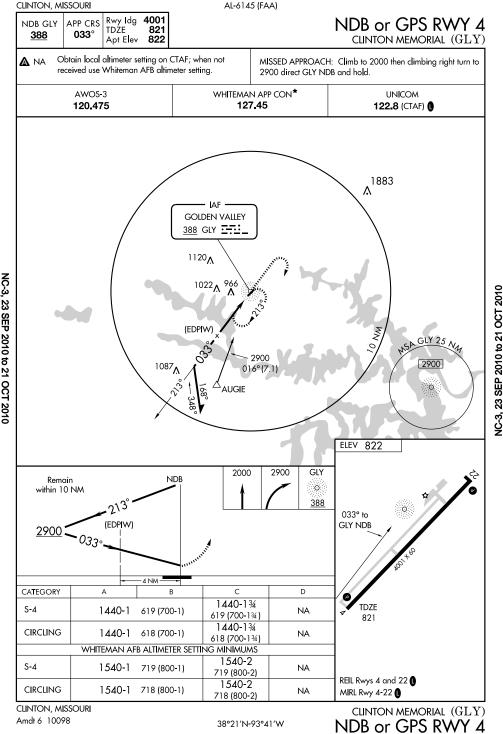
RADIO AIDS TO NAVIGATION: NOTAM FILE COU. HALLSVILLE (L) VORTAC 114.2 Chan 89 N39°06.81' W92°07.69' 188° 18.2 NM to fld. 920/6E. HI V

(L) VORW/DME 110.2 COU Chan 39 N38°48.65' W92°13.10' at fld. 883/3E. ZODIA NDB (LOM) 407 CO N38°43.00′ W92°16.10′ 018° 6.5 NM to fld. Unmonitored when twr clsd.

I-COU LOM ZODIA NDB. LOM unmonitored when twr clsd. Back Chan 44 Rwv 02 course unusable byd 10 NM below 3500'. COMM/NAV/WEATHER REMARKS: Ctc Columbia Radio for airport advisory service on 119.3 when twr is clsd.

COOLE N37°10.81′ W93°25.03′ NOTAM FILE SGF. NDB (LOM) 404 SG 016° 4.2 NM to Springfield-Branson Natl, Unmonitored. KANSAS CITY

COUNTY MEM (See NFW MADRID)

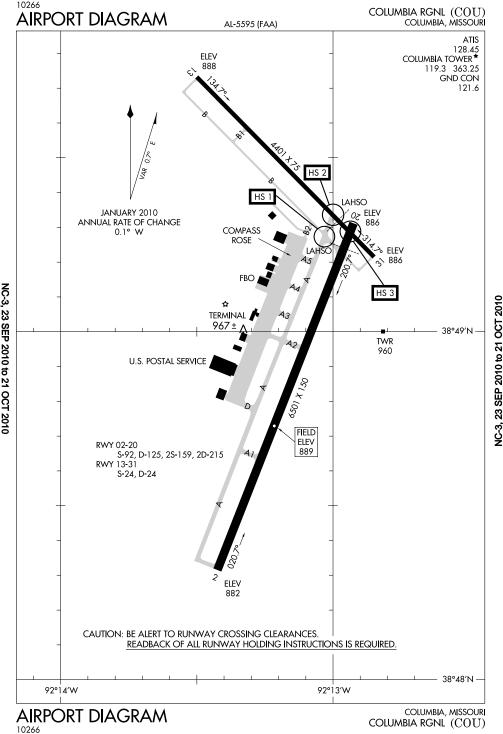


CLINTON, MISSOURI AL-6145 (FAA) 4001 Rwy Idg NDB or GPS RWY 22 NDB GLY APP CRS TDŹE 822 388 230° 822 CLINTON MEMORIAL (GLY) Apt Elev **A** NA Obtain local altimeter setting on CTAF; when not MISSED APPROACH: Climb to 2000 then climbing left turn to received use Whiteman AFB altimeter setting. 2900 direct GLY NDB and hold. AWOS-3 WHITEMAN APP CON★ UNICOM 127.45 120,475 122.8 (CTAF) (1883 050° IAF GOLDEN VALLEY 388 GLY ==: 1120 A (EDSOW NC-3, 23 SEP 2010 to 21 OCT 2010 1022 1 966 2900 MSA GLY 25 Ny 016° (7.1) AUGIE 2900 **ELEV** 822 230° to **GLY NDB** 2000 2900 **GLY** NDB Remain 0 within 10 NM 050 388 TDZE (EDSOW) 2900 822 4 NM D CATEGORY 1400-11/2 S-22 1400-1 NA 578 (600-1) 578 (600-11/2) 1400-11/2 CIRCLING 1400-1 578 (600-1) NA 578 (600-11/2) WHITEMAN AFB ALTIMETER SETTING MINIMUMS 1500-2 S-22 1500 - 1678 (700-1) NA 678 (700-2) REIL Rwys 4 and 22 1 1500-2 CIRCLING 1500-1 678 (700-1) NA MIRL Rwy 4-22 1 678 (700-2) CLINTON, MISSOURI CLINTON MEMORIAL (GLY)

Amdt 7 10098

CLINTON MEMORIAL (GLY)
NDB or GPS RWY 22

NC-3, 23 SEP 2010 to 21 OCT 2010



€3

Œ

03

Œ

NOTAM FILE COU

ଫଫଫ ś

HIRL

C3 C3

¢

at fld.

199

L-27A

т.

C3

€3

o^C Ç

€3

€3

KANSAS CITY

H-5D. L-27B

IAP, AD

€3 C3 C3

Ø C3 IAP

KANSAS CITY

MISSOURI

CLINTON MEM (GLY) 4 E UTC-6(-5DT) N38°21.40′ W93°41.05′ FUEL 100LL, JET A NOTAM FILE COU S3

RWY 04-22: H4001X60 (ASPH) S-12.5, D-16 RWY 04: REIL, PAPI(P4L)-GA 3.5° TCH 39', Trees.

RWY 22: REIL. PAPI(P4L)-GA 3.5° TCH 39'. Trees.

AIRPORT REMARKS: Attended May-Oct Wed-Mon 1400-0100Z‡,

Nov-Apr Wed-Mon 1400-0000Z‡. Fuel avbl 24 hrs. MIRL Rwy 04-22 dusk-0300Z‡, after 0300Z‡ ACTIVATE MIRL Rwy

04-22-CTAF. ACTIVATE REIL Rwy 04 and Rwy 22, PAPI Rwy 04 and Rwy 22-CTAF. Bcn avbl after 0600Z‡ by prior request-Call

WEATHER DATA SOURCES: AWOS-3 120.475 (660) 885-3851. COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.4 (COLUMBIA RADIO)

660-885-8889.

R WHITEMAN APP CON 127.45 (Opr 24 hr from Mon 1300Z‡ thru Sat

0500Z‡, Sat-Sun 1400-2300Z‡, clsd holidays) other times ctc

R KANSAS CITY CENTER APP/DEP CON 135.575

R WHITEMAN DEP CON 125.925 (Opr 24 hr from Mon 1300Z‡ thru Sat

0500Z‡, Sat-Sun 1400-2300Z‡, clsd holidays) other times ctc

(R) KANSAS CITY CENTER APP/DEP CON 135.575 RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

BUTLER (H) VORTAC 115.9 BUM

Chan 106 N38°16.33' W94°29.29' 075° 38.3 NM to fld. 890/7E.

HIWAS. GOLDEN VALLEY NDB (MHW) 388 GLY N38°21.54′ W93°41.08′

COLUMBIA RGNL (COU) 10 SE UTC-6(-5DT)N38°49.09' W92°13.18'

S4 FUEL 100LL, JET A OX 2 ARFF Index—See Remarks RWY 02-20: H6501X150 (CONC-GRVD) S-92, D-125, 2S-159, 2D-215 RWY 02: MALSR.

RWY 20: ODALS, REIL, VASI(V4L)-GA 3.0° TCH 39'. RWY 13-31: H4401X75 (ASPH) S-24, D-24

RWY 13: REIL. VASI(V2L)-GA 3.0° TCH 44'. Road. RWY 31: REIL. VASI(V2L)-GA 3.15° TCH 33'.

LAND AND HOLD SHORT OPERATIONS LANDING HOLD SHORT POINT DIST AVRI RWY 02 13-31 6050

RWY 13 02-20 3500 AIRPORT REMARKS: Attended continuously. Class I, ARFF Index A. 48 hrs PPR for unscheduled air carrier ops with more than 30 passenger seats, call safety officer (573) 817-5061 or (573) 817-5064. ARFF Index B is provided. ARFF Index C level equipment avbl upon

request with 48 hrs PPR call (573) 817-5061 or (573) 817-5064. RVR touchdown Rwy 02 avbl. When twr clsd ACTIVATE HIRL Rwy 02-20 MIRL Rwy 13-31, MALSR Rwy 02 and ODALS Rwy

20-119.3. WEATHER DATA SOURCES: ASOS (573) 499-1400. HIWAS 110.2 COU. COMMUNICATIONS: CTAF 119.3 **IINICOM** 122 95 ATIS 128 45

RCO 122.65 122.2 (COLUMBIA RADIO) R MIZZU APP/DEP CON 124.375

TOWER 119.3 (1300-0300Z±) **GND CON 121.6** AIRSPACE: CLASS D svc 1300-0300Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE COU. HALLSVILLE (L) VORTAC 114.2 Chan 89 N39°06.81' W92°07.69' 188° 18.2 NM to fld. 920/6E. HI V

(L) VORW/DME 110.2 COU Chan 39 N38°48.65' W92°13.10' at fld. 883/3E. ZODIA NDB (LOM) 407 CO N38°43.00′ W92°16.10′ 018° 6.5 NM to fld. Unmonitored when twr clsd.

I-COU LOM ZODIA NDB. LOM unmonitored when twr clsd. Back Chan 44 Rwv 02 course unusable byd 10 NM below 3500'. COMM/NAV/WEATHER REMARKS: Ctc Columbia Radio for airport advisory service on 119.3 when twr is clsd.

COOLE N37°10.81′ W93°25.03′ NOTAM FILE SGF. NDB (LOM) 404 SG 016° 4.2 NM to Springfield-Branson Natl, Unmonitored. KANSAS CITY

COUNTY MEM (See NFW MADRID)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

| increased risk has been reduced or eliminated. | | | | | |
|--|--------------|--|--|--|--|
| CITY/AIRPORT | HOT SPOT | DESCRIPTION* | | | |
| | | | | | |
| BRANSON, MO | | | | | |
| BRANSON (BBG) | HS 1 | Ramp area exits on to rwy. | | | |
| | HS 2 | Twy turn around at end of rwy. Frequent back taxi operations. | | | |
| CAPE GIRARDEAU, MO | | | | | |
| CAPE GIRARDEAU RGNL (CGI) | HS 1 | Area not visible from the twr. | | | |
| CEDAR RADIRE IA | HS 2 | Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D. | | | |
| CEDAR RAPIDS, IA THE EASTERN IOWA (CID) | HS 1 | Frequent aircraft and vehicle rwy crossings. | | | |
| THE EASTERN IOWA (CID) | HS 2 | Int rwys. | | | |
| | HS 3 | Twy crossing rwy. | | | |
| COLUMBIA, MO | | Thy Globbing Thy. | | | |
| COLUMBIA RGNL (COU) | HS 1 | Confusing twy int. | | | |
| (, , , , , , , , , , , , , , , , , , , | HS 2 | Unusual rwy holding position. | | | |
| | HS 3 | Unusual rwy/rwy holding position. | | | |
| DES MOINES, IA | | | | | |
| DES MOINES INTL (DSM) | HS 1 | From Twy B, turn on Twy D to access all rwys. | | | |
| | HS 2 | Center twy complex and int rwys, use extreme caution. | | | |
| | HS 3 | The apch end of Rwy 05 at Twy P has limited visibility from the twr. | | | |
| | HS 4 | ATCT restricted visibility at Iowa Air National Guard complex. | | | |
| DUBUQUE, IA | | | | | |
| DUBUQUE RGNL (DBQ) | HS 1 | Apch ends of rwys in close proximity. | | | |
| | HS 2 | Rwy 13-31 in close proximity to ramp non-movement area at Twy D. | | | |
| 50DT D0D05 14 | HS 3 | Rwy 13-31 in close proximity to ramp non-movement area at Twy C. | | | |
| FORT DODGE, IA | HS 1 | let on true instance to make | | | |
| FORT DODGE RGNL (FOD) | пот | Int on twy just prior to rwys. | | | |
| FORT LEONARD WOOD, MO | | | | | |
| WAYNESVILLE-ST. ROBERT | | | | | |
| RGNL FORNEY FLD (TBN) | HS 1 | Single twy access to rwy. Frequent back-taxi ops. | | | |
| | | | | | |
| JEFFERSON CITY, MO | | | | | |
| JEFFERSON CITY | | | | | |
| MEMORIAL (JEF) | HS 1 | Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27. | | | |
| | HS 2 | Twy B at Rwy 27 holding position marking. | | | |
| JOPLIN, MO | | | | | |
| JOPLIN RGNL (JLN) | HS 1 | Complex twy/rwy int. | | | |
| | HS 2 | Ramp exit in close proximity to rwy. | | | |
| KANSAS CITY, MO | | | | | |
| CHARLES B. WHEELER | 110.4 | Turn Clint with Durn 00 04 | | | |
| DOWNTOWN (MKC) | HS 1 HS 2 | Twy G int with Rwy 03-21. | | | |
| | HS 3 | Holding short between Rwy 01-19 and Rwy 03-21. Confusing twy int. | | | |
| | 1100 | Contracting tray into | | | |
| | | | | | |

23 SEP 2010 to 21 OCT 2010

CITY/AIRPORT

KANSAS CITY, MO KANSAS CITY INTL (MCI)

SPRINGFIELD-BRANSON

WATERLOO RGNL (ALO)

(CONTINUED)

HOT SPOTS

HOT SPOT

DESCRIPTION*

Busy vehicle service road crosses Twy G east of Twy B.

| | HS 2 | Twy E and Twy F int with Rwy 09-27. |
|-----------------------|------|---------------------------------------|
| | HS 3 | Twy C and Twy D int with Rwy 01R-19L. |
| | HS 4 | Twy B2 crosses service road. |
| KIRKSVILLE, MO | | |
| KIRKSVILLE RGNL (IRK) | HS 1 | Turf rwy taxi route via Rwy 18-36. |
| | | |

MASON CITY IA MASON CITY MUNI (MCW) HS₁ Twy leads to multiple rwys. ST JOSEPH, MO

HS₁

HS₁ Ramp in close proximity to rwy. ROSECRANS MEMORIAL (STJ)

HS 2 Closely located rwys. HS 3 Back taxi required for full length Rwv 13. ST LOUIS, MO LAMBERT-ST LOUIS INTL (STL) HS₁ Twy D at int with Twy L in close proximity to Rwy 12R-30L.

HS₂ Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twv T to Rwv 29 and Twv A to Rwv 06. HS 3 Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.

ST LOUIS, MO ST LOUIS/SPIRIT OF ST LOUIS (SUS) HS₁ Complex twv int. HS₂ Blind spots on movement area. HS 3 Blind spot on movement area.

SIOUX CITY, IA SIOUX GATEWAY/ HS₁

COLONEL BUD DAY FIELD (SUX) Twy B intersects with Rwy 31 and Rwy 35 at the apch end HS 2 Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area. SPRINGFIELD, MO

HS₁ NATIONAL (SGF) Twys in close proximity to rwys at unusual angles. HS 2 Ramp exit crosses rwy. HS 3 Twr blind spot on movement area. WATERLOO, IA

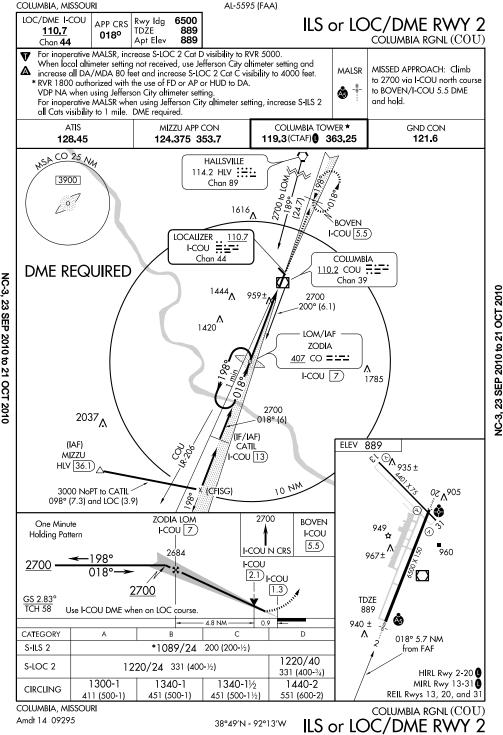
HS 1

HS 2 Twy leads to multiple rwys. HS 3 Twy crosses rwy immediately after leaving ramp.

HS 4 Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

Twy int near rwys.



LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

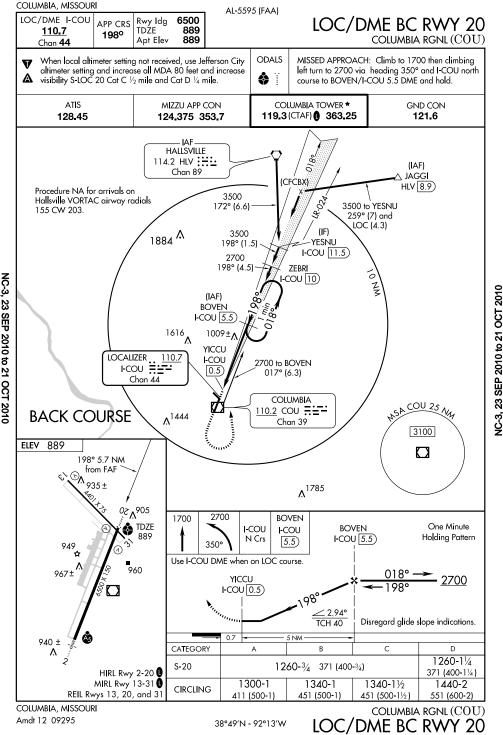
| c details on n | olu-short operations and it | iaikiriys. |
|----------------|---|---|
| LDG RWY | HOLD-SHORT POINT | MEASURED DISTANCE |
| | | |
| 09 | 13-31 | 5,800 feet |
| | | |
| 02 | 13-31 | 6,050 feet |
| 13 | 02-20 | 3,500 feet |
| | | |
| 05 | 13-31 | 6,350 feet |
| 13 | 05-23 | 5,950 feet |
| | | |
| 31 | 18-36 | 4,800 feet |
| 36 | 13-31 | 4,900 feet |
| | | |
| 13 | 18-36 | 3,250 feet |
| 18 | 13-31 | 4,900 feet |
| | | |
| 19 | 03-21 | 3,850 feet |
| | | |
| 13 | 17-35 | 5,400 feet |
| 17 | 13-31 | 5,650 feet |
| | | |
| 14 | 02-20 | 6,200 feet |
| 20 | 14-32 | 4,550 feet |
| | | |
| 06 | 12-30 | 3,900 feet |
| 12 | 06-24 | 6,100 feet |
| 18 | 06-24 | 4,850 feet |
| 24 | 18-36 | 3,950 feet |
| 30 | 18-36 | 4,800 feet |
| | 09 02 13 05 13 31 36 13 18 19 13 17 14 20 06 12 18 24 | 09 13-31 02 13-31 13 02-20 05 13-31 13 05-23 31 18-36 36 13-31 13 18-36 18 13-31 19 03-21 13 17-35 17 13-31 14 02-20 20 14-32 06 12-30 12 06-24 18 06-24 24 18-36 |

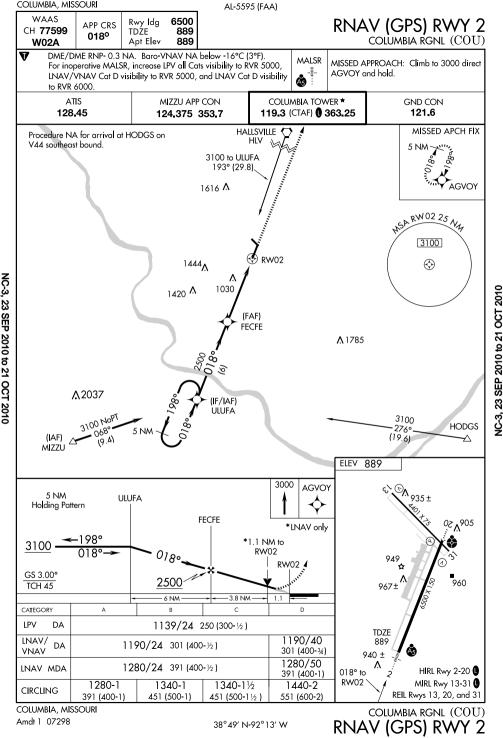
36

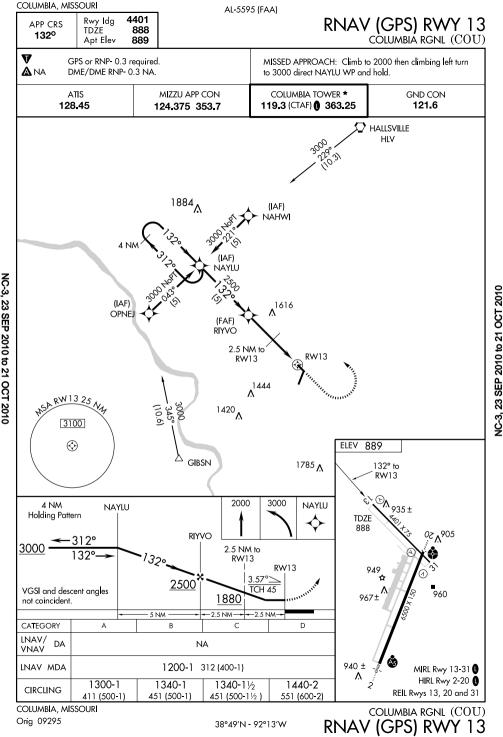
12-30

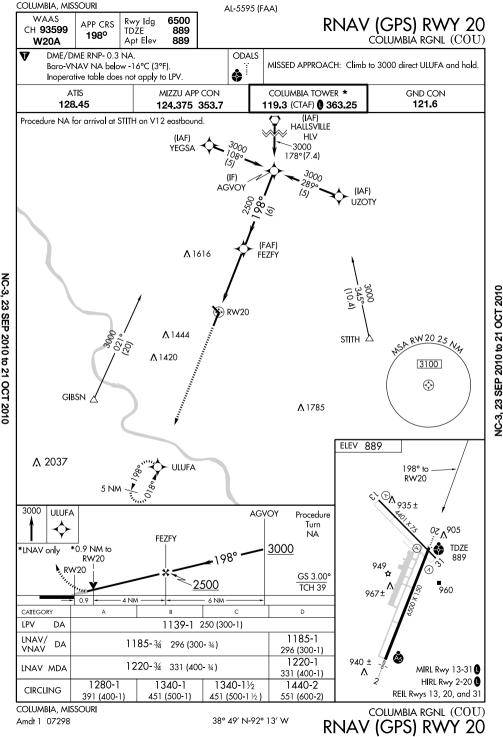
3.650 feet

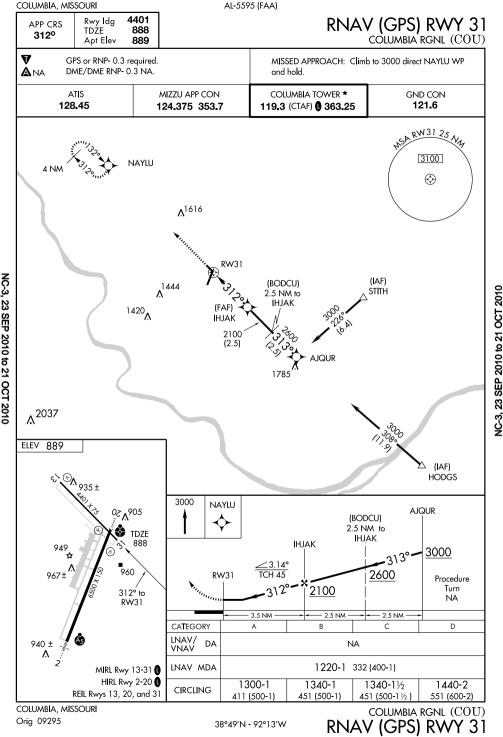
23 SEP 2010 to 21 OCT 2010

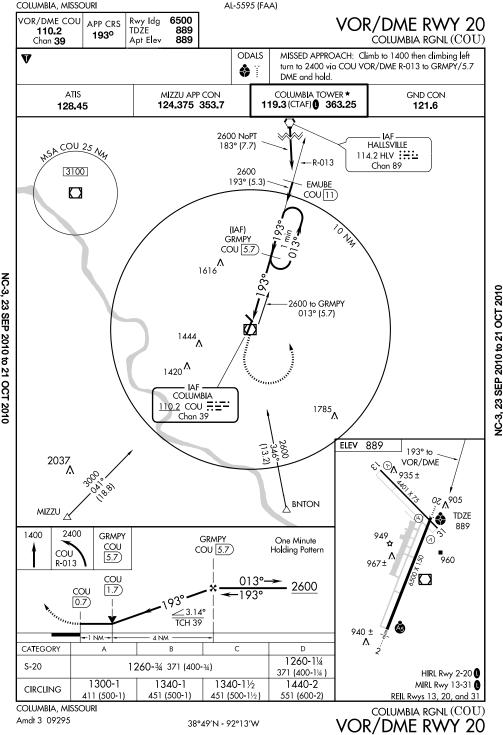


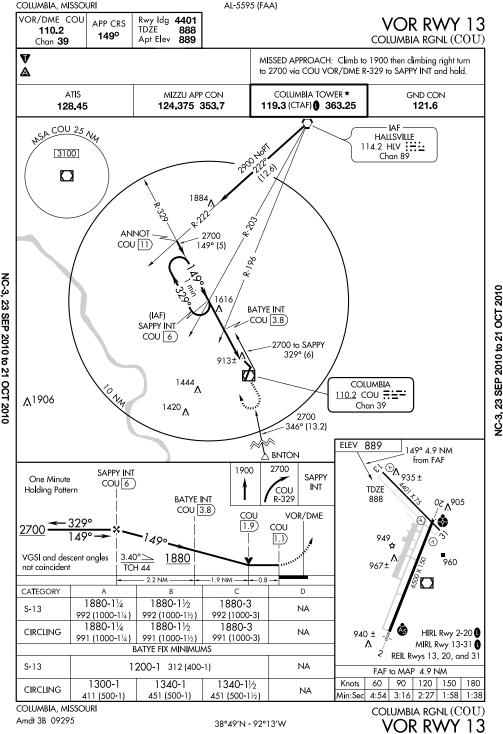


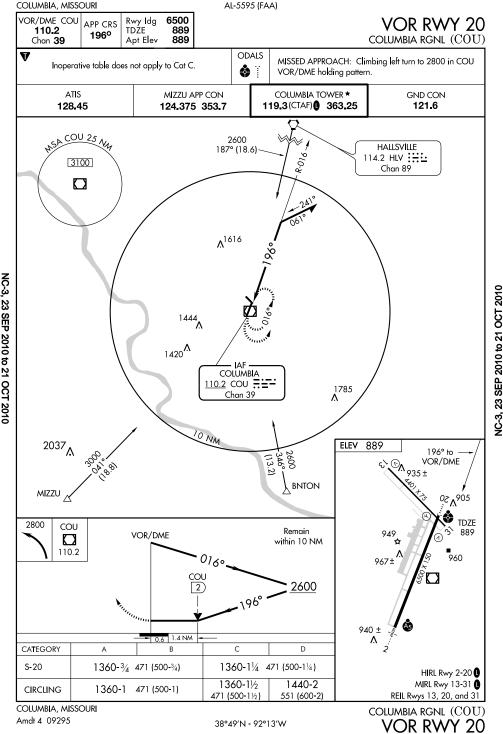












CREVE COEUR (See ST LOUIS)

CUBA MUNI (UBX) 1 NW UTC-6(-5DT) N38°04.13' W91°25.73' S4 FUEL 100LL NOTAM FILE STI

RWY 18-36: H3420X61 (ASPH) S-12.5

RWY 18: REIL, PAPI(P2L)—GA 3.0° TCH 40', Tree.

RWY 36: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Trees.

AIRPORT REMARKS: Attended Sun 1830-2230Z‡, Mon-Wed 1430-2230Z‡, Fri-Sat 1430-2230Z‡, Fuel avbl 24 hrs a day, call

number posted at fueling area. Powerplant and airframe repairs irregular schedule. Rwy 36 CLOSED to touch and go ldgs. Rwy 18

REIL OTS indef, Rwv 36 REIL OTS indef, MIRL Rwv 18-36 preset

on low ints, to increase ints ACTIVATE REIL Rwy 18 and Rwy

36-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM unmonitored. KANSAS CITY CENTER APP/DEP CON 128.35 RADIO AIDS TO NAVIGATION: NOTAM FILE VIH.

VICHY (L) VOR/DME 117.7 VIH Chan 124 W91°42.41' 105° 14.1 NM to fld. 1110/6E. C3 C3 €3 €3 ଫ୍ଟ C3 C3 C C 33 €3 ପ୍ରପ୍ରପ୍ର έ ദേദ Ē Œ €3 03 0 36 Œ

KANSAS CITY

KANSAS CITY

ST LOUIS

I-16G

DEARBORN

TRIPLE R (ØC1) 2 S UTC-6(-5DT) N39°29.27' W94°46.87' FUEL 100LL NOTAM FILE COU

RWY 02-20: 2375X35 (ASPH-TRTD) LIRL (NSTD)

RWY 02: Tower.

COMMUNICATIONS: CTAF/UNICOM 122.7

AIRPORT REMARKS: Attended irregularly. Call arpt manager to verify attendance. Rwy 02-20 pavement broken with loose rocks on rwy. NSTD rwy safety areas byd each rwy end, terrain grades and insufficient length and width. Rwy 02-20 NSTD LIRL, and thid lgts; thid lgts not aligned with edge lgts. Thid lgts OTS indef. ACTIVATE LIRL Rwy 02-20-CTAF.

N36°33.31'

DEXTER MUNI (DXE) 2 SE UTC-6(-5DT) N36°46.53' W89°56.48' 304 S2 FUEL 100LL, JET A NOTAM FILE STL R RWY 18-36: H5000X100 (ASPH) S-30

and invof arpt. Crop dusting acft on and invof arpt. Rwy 18-36 various areas with cracks and grass and weeds growing in them. ACTIVATE MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36-CTAF.

RWY 18: PAPI(P2L)-GA 3.0° TCH 40'. Trees. RWY 36: PAPI(P2L)-GA 3.0° TCH 40'. Rgt tfc.

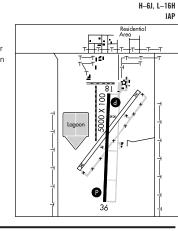
AIRPORT REMARKS: Attended irregularly. 24-hr automatic credit card for

fuel. Ultralight activity on and invof arpt. Model airplane activity on

COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM unmonitored. MEMPHIS CENTER APP/DEP CON 133.65.

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

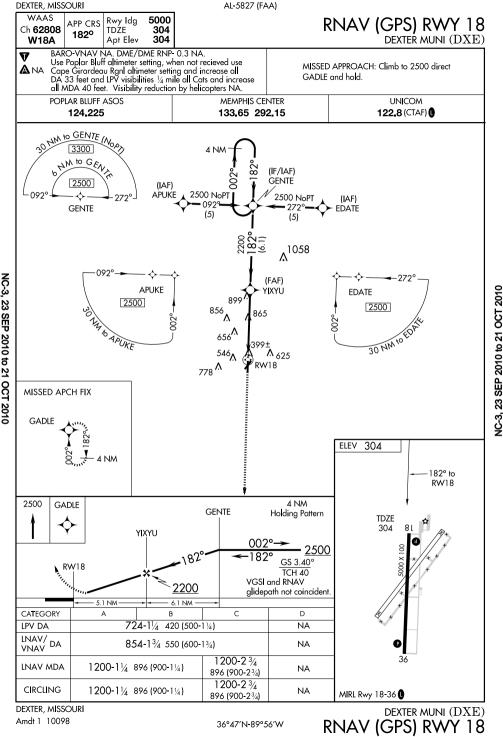
MALDEN (L) VORTAC 111.2 MAW Chan 49 W89°54.69' 351° 13.3 NM to fld. 280/3E.



DOGWOOD N37°01.41′ W92°52.62′ NOTAM FILE COU.

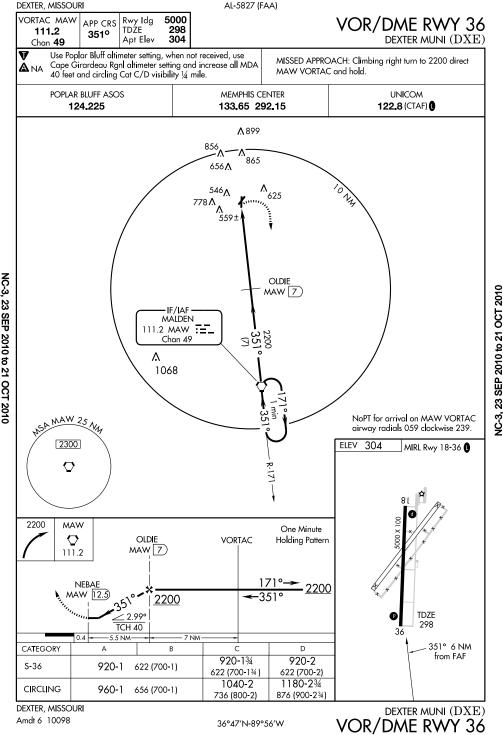
KANSAS CITY L-16G

(L) VORTAC 109.4 DGD Chan 31 102° 9.9 NM to Ava Bill Martin Mem. 1600/6E. RC0 122 1R 109 4T (COLUMBIA RADIO)



DEXTER, MISSOURI AL-5827 (FAA) WAAS 5000 Rwy Idg RNAV (GPS) RWY 36 APP CRS Ch 50507 298 TDŹE 002° Apt Elev W36A 304 DEXTER MUNI (DXE) Baro-VNAV NA. DME/DME RNP- 0.3 NA. 77 MISSED APPROACH: Climb to 2500 Use Poplar Bluff altimeter setting, when not recieved use Cape Girardeau Rgnl altimeter setting and increase all DA 33 feet and LPV visibilities 1/4 mile all Cats, direct GENTE and hold increase all MDA 40 feet and LNAV and Circling Cats C/D visibility 1/4 mile. POPLAR BLUFF ASOS MEMPHIS CENTER UNICOM 124.225 133.65 292.15 122.8 (CTAF) (MISSED APCH FIX Λ^{1058} 4 NM **GENTE** ۸⁶²⁵ 546 A 30 HM to WINZY ₇₇₈ ^\ RW36 30 NM to MALTO 399± NC-3, 23 SEP 2010 to 21 OCT 2010 2600 2500 WINZY (FAF) MALTO 092 JANIT 1068 2500 NoPT 2500 NoPT 092° WINZY (5)(5) (IAF) (IF/IÁF) - 272° MALTO GADLE GADLE ELEV 304 MIRL Rwy 18-36 2500 1/11 10 GADLE (NOPT) **GENTE GADLE** 2500 4 NM Holding Pattern JANIT 2500 0020 RW36 GS 3.00° 2100 TCH 40 6.1 NM 5.5 NM CATEGORY Α В С D **TDZE** 595-1 LPV DA 297 (300-1) 298 36 LNAV/ 795-13/4 497 (500-13/4) VNAV 880-11/2 880-13/4 LNAV MDA 002° to 880-1 582 (600-1) 582 (600-11/2) 582 (600-134) RW36 1040-2 1180-23/4 CIRCLING 960-1 656 (700-1) 736 (800-2) 876 (900-234) DEXTER, MISSOURI DEXTER MUNI (DXE) Amdt 1 10098 36°47′N-89°56′W RNAV (GPS) RWY 36

NC-3, 23 SEP 2010 to 21 OCT 2010



202 MISSOURI (See FULTON)

EMVILLE N40°20.90′ W94°54.93′ NOTAM FILE COLL

NDB (MHW) 317 at Northwest Missouri Rgnl, Unmonitored, Unusable byd 15 NM. EVU

N39°20.23' W94°11.86'

EXCELSIOR SPRINGS MEM (3EX) 1 E UTC-6(-5DT)

NOTAM FILE COLL

RWY 01-19: H2000X47 (ASPH-AFSC) LIRL (NSTD)

RWY 19. Trees AIRPORT REMARKS: Attended 1600Z±-dusk, Wildlife on and invof arpt.

150' long, located too close to rwy end. Loose gravel length of

ANX

Rwy 01-19 isolated areas with grass and weeds growing in cracks. Insufficient rwy safety area at Rwy 01 end. Trees, brush. fence, NSTD grade, golf course, Rwy 19 rwy thld markings not

FITON HENSIFY MEM

RWY N1. Tree

10 E C3 €3 €3

twv. Rwv 01-19 NSTD LIRL: incorrect spacing of thid lgts. COMMUNICATIONS: CTAF/UNICOM 122.7 (R) KANSAS CITY APP/DEP CON 118.4 RADIO AIDS TO NAVIGATION: NOTAM FILE COLL

NAPOLEON (L) VORTACW 114.0

W94°07.73'

(H) VORTAC 115.7 FAM

FARMINGTON RGNL

Trees, Rgt tfc.

RCO 122.3 (ST LOUIS RADIO)

S4

RWY 02-20: H4222X75 (CONC)

N39°05.73'

G G G

341° 14.9 NM to fld. 878/7E.

Chan 87

FARMINGTON N37°40.41′ W90°14.04′ NOTAM FILE FAM.

CG CG Course 🗷 ST LOUIS 299° 10.7 NM to Farmington Rgnl, 1220/1E. H-5D. L-16H

ΠΜΔΗΔ

L-10J

KANSAS CITY

I-27A A

IAP

€3

€3

C3 C3

€3

03 C3

€3

€3

ST. LOUIS

(3

L-16H IAP

€3 C3 C3

HIWAS out of svc indefinitely. RCO 122.1R 115.7T (ST LOUIS RADIO)

FUEL 100LL, JET A

for acft exceeding 12.500 lbs call arpt manager on

(FAM)

Chan 104

1 S

RWY 20: Tree.

S-30

UTC-6(-5DT)

MIRL

N37°45.66' W90°25.72' NOTAM FILE FAM

RWY 02: REIL. PAPI(P4L)-GA 3.0° TCH 40'. Thid dspicd 223'.

AIRPORT REMARKS: Attended 1330-2300Z‡, Helicopter activity on and

invof airfield. 100' x 75' full strength conc safety area southwest end, 590' by 16' asph safety area northeast end, not full strength, Crane unknown 50' AGL adjacent to apron, Rwy 02-20

C3 C3

WEATHER DATA SOURCES: AWOS-3 119.275 (573) 756-6042. HIWAS 115.7 FAM. COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 122.1R 115.7T (ST LOUIS RADIO)

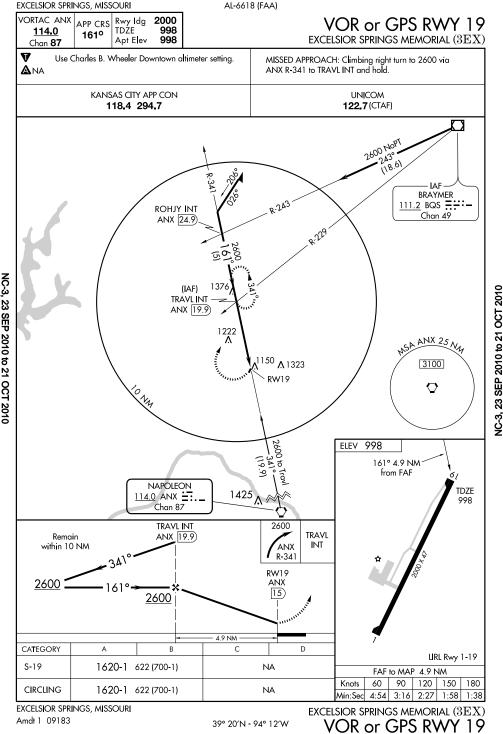
RCO 122.3 (ST LOUIS RADIO) KANSAS CITY CENTER APP/DEP CON 127.47

RADIO AIDS TO NAVIGATION: NOTAM FILE FAM. (H) VORTAC 115.7 FAM Chan 104 N37°40.41' W90°14.04' 299° 10.6 NM to fld. 1220/1E. HIWAS. PRI N37°45.84' W90°25.72' PERRINE NDB (MHW) 367

Rwy 02-20 and REIL Rwy 02-CTAF. PAPI Rwy 02 on 24 hrs.

at fld. Unmonitored.

restricted to acft 12,500 lbs maximum gross weight or less; PPR 573-756-4502, Rwv 02 560' overrun unusable, ACTIVATE MIRL



202 MISSOURI (See FULTON)

EMVILLE N40°20.90′ W94°54.93′ NOTAM FILE COLL

NDB (MHW) 317 at Northwest Missouri Rgnl, Unmonitored, Unusable byd 15 NM. EVU

N39°20.23' W94°11.86'

EXCELSIOR SPRINGS MEM (3EX) 1 E UTC-6(-5DT)

NOTAM FILE COLL

RWY 01-19: H2000X47 (ASPH-AFSC) LIRL (NSTD)

RWY 19. Trees AIRPORT REMARKS: Attended 1600Z±-dusk, Wildlife on and invof arpt.

150' long, located too close to rwy end. Loose gravel length of

ANX

Rwy 01-19 isolated areas with grass and weeds growing in cracks. Insufficient rwy safety area at Rwy 01 end. Trees, brush. fence, NSTD grade, golf course, Rwy 19 rwy thld markings not

FITON HENSIFY MEM

RWY N1. Tree

10 E C3 €3 €3

twv. Rwv 01-19 NSTD LIRL: incorrect spacing of thid lgts. COMMUNICATIONS: CTAF/UNICOM 122.7 (R) KANSAS CITY APP/DEP CON 118.4 RADIO AIDS TO NAVIGATION: NOTAM FILE COLL

NAPOLEON (L) VORTACW 114.0

W94°07.73'

(H) VORTAC 115.7 FAM

FARMINGTON RGNL

Trees, Rgt tfc.

RCO 122.3 (ST LOUIS RADIO)

S4

RWY 02-20: H4222X75 (CONC)

N39°05.73'

G G G

341° 14.9 NM to fld. 878/7E.

Chan 87

FARMINGTON N37°40.41′ W90°14.04′ NOTAM FILE FAM.

CG CG Course 🗷 ST LOUIS 299° 10.7 NM to Farmington Rgnl, 1220/1E. H-5D. L-16H

ΠΜΔΗΔ

L-10J

KANSAS CITY

I-27A A

IAP

€3

€3

C3 C3

€3

03 C3

€3

€3

ST. LOUIS

(3

L-16H IAP

€3 C3 C3

HIWAS out of svc indefinitely. RCO 122.1R 115.7T (ST LOUIS RADIO)

FUEL 100LL, JET A

for acft exceeding 12.500 lbs call arpt manager on

(FAM)

Chan 104

1 S

RWY 20: Tree.

S-30

UTC-6(-5DT)

MIRL

N37°45.66' W90°25.72' NOTAM FILE FAM

RWY 02: REIL. PAPI(P4L)-GA 3.0° TCH 40'. Thid dspicd 223'.

AIRPORT REMARKS: Attended 1330-2300Z‡, Helicopter activity on and

invof airfield. 100' x 75' full strength conc safety area southwest end, 590' by 16' asph safety area northeast end, not full strength, Crane unknown 50' AGL adjacent to apron, Rwy 02-20

C3 C3

WEATHER DATA SOURCES: AWOS-3 119.275 (573) 756-6042. HIWAS 115.7 FAM. COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 122.1R 115.7T (ST LOUIS RADIO)

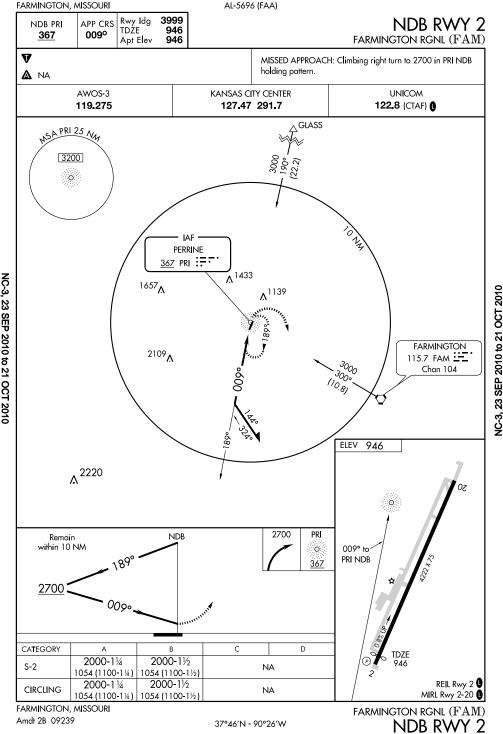
RCO 122.3 (ST LOUIS RADIO) KANSAS CITY CENTER APP/DEP CON 127.47

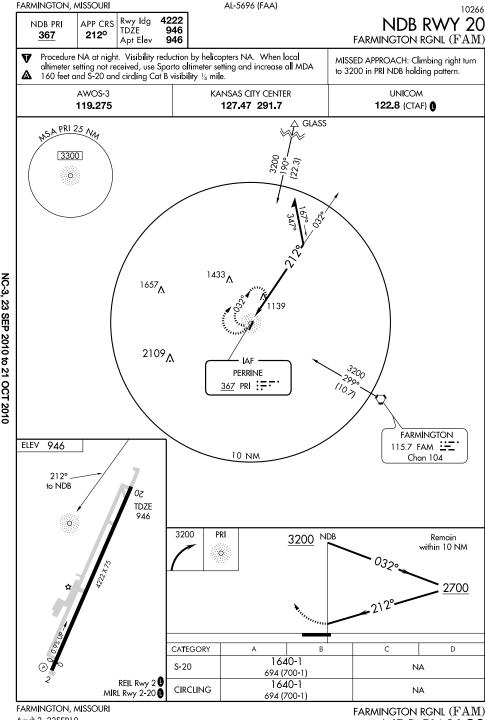
RADIO AIDS TO NAVIGATION: NOTAM FILE FAM. (H) VORTAC 115.7 FAM Chan 104 N37°40.41' W90°14.04' 299° 10.6 NM to fld. 1220/1E. HIWAS. PRI N37°45.84' W90°25.72' PERRINE NDB (MHW) 367

Rwy 02-20 and REIL Rwy 02-CTAF. PAPI Rwy 02 on 24 hrs.

at fld. Unmonitored.

restricted to acft 12,500 lbs maximum gross weight or less; PPR 573-756-4502, Rwv 02 560' overrun unusable, ACTIVATE MIRL

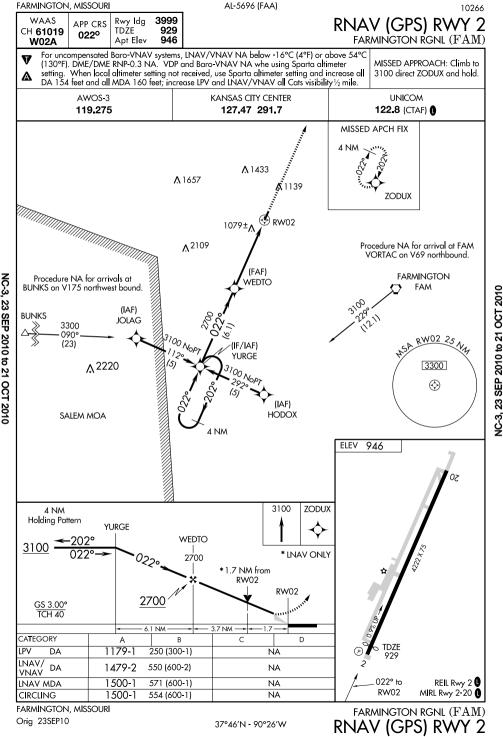


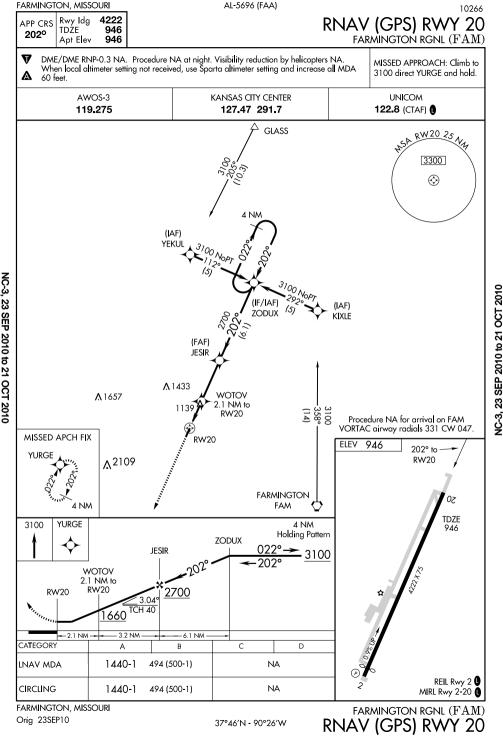


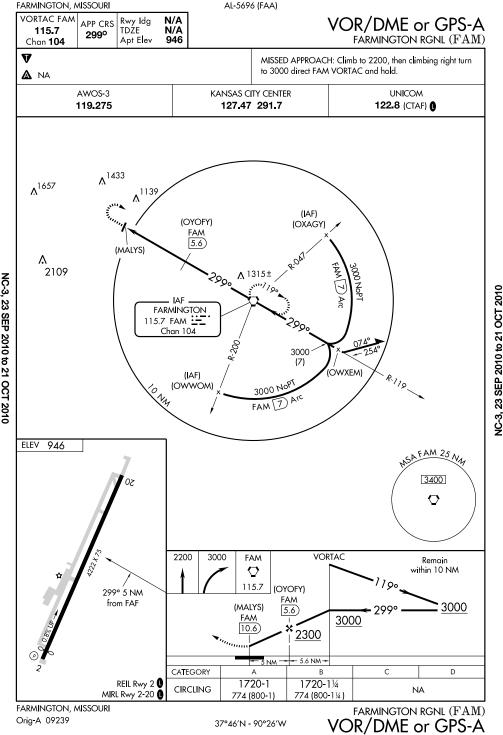
Amdt 3 23SEP10

NDB RWY 20

NC-3, 23 SEP 2010 to 21 OCT 2010







MIRL (NSTD)

NOTAM FILE STI

S-8

211101 T2

I-16H

ß

63

3 63

ΙΔΡ

FESTIIS MFM (FES) 2 S N38°11 70' W90°23 13' UTC-6(-5DT)

FIIFI 100LL

large drop off 118' from rwy end, Rwy 36 has rolling and steep terrain, Rwy 18 NSTD npi markings, incorrect spacing of markings.

RWY 36: REIL. SAVASI(S2L). Trees.

RWY 18-36: H2202X49 (ASPH-AFSC)

RWY 18: SAVASI(S2L), Trees.

S6

433

Obstructed by grass and weeds, Rwy 36 NSTD npi markings.

incorrect spacing of markings, Rwv 18-36 pavement has grass growing in cracks and loose aggregate. Rwy 18-36 NSTD MIRL; incorrect spacing of thid lgts and edge lgts in middle section of

AIRPORT REMARKS: Attended 1400-23007±. Fuel available 24 hr with credit card, NSTD rwy safety area byd each rwy end, Rwy 18 has

rwv. Rwv 18 VASI OTS indef. Rwv 36 VASI OTS indef. Rwv 36 REIL too close to rwy edge. ACTIVATE NSTD MIRL Rwy 18-36, REIL Rwy 36-CTAF, VASI Rwy 18 and Rwy 36 opr 24 hrs.

COMMUNICATIONS: CTAF/UNICOM 122.7

(R) KANSAS CITY CENTER APP/DEP CON 128.35 RADIO AIDS TO NAVIGATION: NOTAM FILE FAM. N37°40.41' FARMINGTON (H) VORTAC 115.7 FAM Chan 104

HIWAS. W90°14.04' 346° 32.1 NM to fld. 1220/1E. NDB (MHW) 269 FFS N38°11.75′ W90°23.26′ at fld NOTAM FILE STL. Monitored 1400-0200Z‡, by prior arrangement with Multi-Aero Inc.

FLOYD W JONES LEBANON (See LEBANON) FLYING BAR H RANCH (See SPRINGFIELD)

24 hrs holidays and weekends

NOTAM FILE STL.

a aa €3 C3 C3 €3 00 03

Lagoon

€3

€3

€3

FORISTELL N38°41.66′ W90°58.27′

(I) VORTACW 110.8 FT7 Chan 45

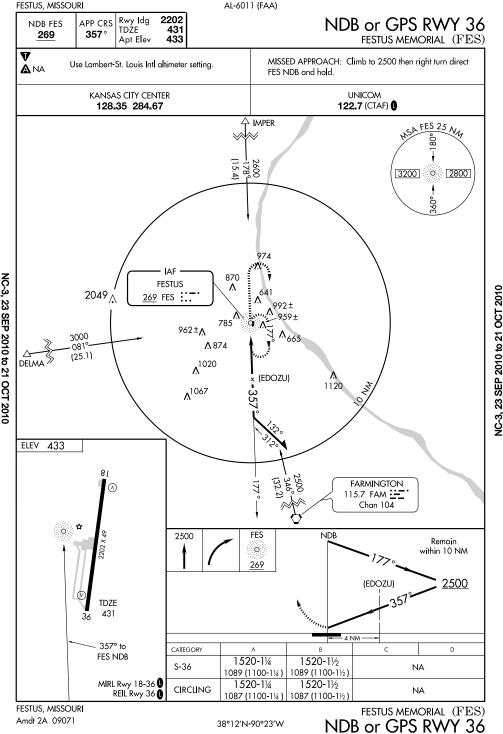
184° 6.5 NM to Washington Rgnl 818/5E. FORNEY N37°44 55' W92°08 34' NOTAM FILE TRN

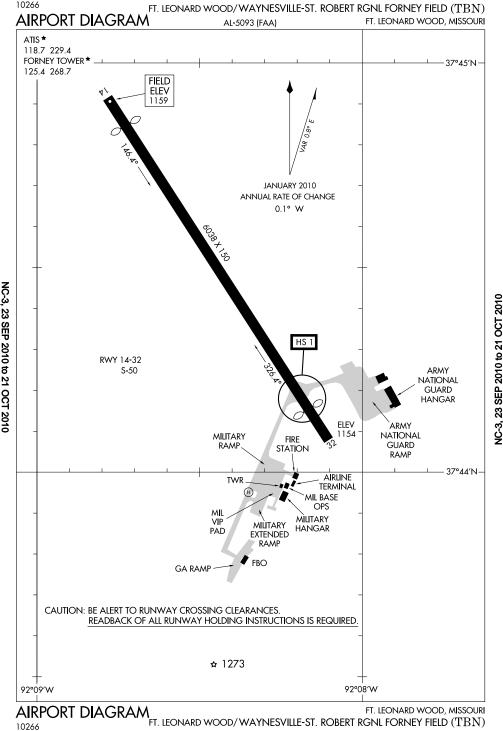
(L) VOR 110.0 TBN at Waynesville ST. Robert Rgnl Forney Fld. VOR unmonitored Mon-Fri 0300-1200Z‡,

H-5D. L-27B. A KANSAS CITY

ST LOUIS

L-16G





FORT LEONARD WOOD WAYNESVILLE-ST ROBERT RGNL FORNEY FLD

N37°44.50′ W92°08.44′

KANSAS CITY

H-5D. L-16G

1159 B **FUEL** 100LL, JET A NOTAM FILE TBN

RWY 14-32: H6038X150 (ASPH) S-50 RWY 14: MALSR. REIL. VASI(V2L)-GA 2.9° TCH 36'.

Thid dsplcd 501'. Pole.

RWY 32: MALS. REIL. VASI(V2R)-GA 2.9° TCH 36'.

Thid dspicd 526'. Road. Rgt tfc.

MILITARY SERVICE: FUEL PPR rgr Mil JP8 avbl Mon-Fri 1230-2130Z‡ except holidays, operating time for Code 6 and above. (NC-100LL,

Jet A avbl 1400-2300Z‡ C573-329-4216.) 24 hr self svc with

credit card.

AIRPORT REMARKS: Attended Mon-Fri 1200-0300Z‡ excluding holidays.

Rwy 32 touchdown rwy visual range avbl. Surface visibility limited by tree line from E to S to W. Rwy 14 MALSR OTS indef. When twr clsd ACTIVATE HIRL Rwy 14-32, MALSR and VASI and REIL Rwy

14 and MALS, VASI and REIL Rwy 32-125.4. MILITARY REMARKS: RSTD PPR for all transient military acft DSN 581-0165/4819, C573-596-0165/4819, MISC Weather observer augmented, edited or manual as required Mon-Fri 1200-0300Z‡,

Sat 1300-2100Z±. Sun 1700-0100Z±. Weather forecast not avbl

local. Remote briefing svc avbl 26 OWS Barksdale AFB DSN 781-4775, C318-456-4775, C866-223-2398 (toll free), fax DSN 781-3493 or C318-456-3493, web site

https://ows.barksdale.af.mil/. WEATHER DATA SOURCES: ASOS (C573) 596-6959.

COMMUNICATIONS: CTAF 125.4 ATIS 118.7 229.4 (Mon-Fri 1200-0300Z‡ except holidays)

FORNEY TOWER 125.4 268.7 (Mon-Fri 1200-0300Z‡ except holidays)

(R) KANSAS CITY CENTER APP/DEP CON 128.35 284.67 AIRSPACE: CLASS D svc Mon-Fri 1200-0300Z‡ except holidays other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE TBN. FORNEY (L)VOR 110.0 TBN N37°44.55′ W92°08.34′ at fld. VOR unmonitored Mon-Fri 0300-1200Z‡,

24 hrs holidays and weekends. MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35,45′ W91°47,31′ 292° 19.1 NM to fld. 1370/6E. HIWAS.

NOTAM FILE COU. BUCKHORN NDB (MH) 391 BHN N37°41.85′ W92°06.23′ 323° 3.2 NM to fld. Unmonitored Mon-Fri

0300-1200Z‡, 24 hrs holidays and weekends. Rwy 14. Unmonitored when twr clsd (Mon-Fri 1200-0300Z‡, weekends ILS/DME 110.9 I-TBN Chan 46

and holidays.)

FREDERICKTOWN RGNL (H88) 3 N UTC-6(-5DT) N37°36.35' W90°17.24' FUEL 100LL, JET A, MOGAS NOTAM FILE STL

RWY 01-19: H4000X75 (ASPH) S-12.5 MIRL

RWY 01: PAPI (P4L)-GA 3.0° TCH 40'.

RWY 19: PAPI(P4L)-GA 3.0° TCH 42'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1330-2200Z‡. For svc after hrs

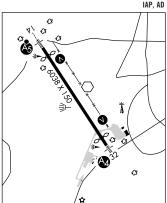
call number posted on terminal door. Wildlife on and invof arpt. ACTIVATE MIRL Rwy 01-19 and PAPI Rwy 01 and Rwy 19-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 127.47

RADIO AIDS TO NAVIGATION: NOTAM FILE FAM.

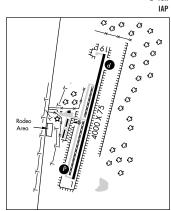
FARMINGTON (H) VORTAC 115.7 Chan 104 N37°40 41' FAM W90°14.04' 211° 4.8 NM to fld. 1220/1E. HIWAS.



FORNEY OPS 40.95 237.5

(TBN)(KTBN) CIV/MIL 0 SW UTC-6(-5DT)

ST LOUIS L-16H



HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

| increased risk has been reduced or eliminated. | | | | |
|--|--------------|--|--|--|
| CITY/AIRPORT | HOT SPOT | DESCRIPTION* | | |
| BRANSON, MO | | | | |
| BRANSON (BBG) | HS 1 | Ramp area exits on to rwy. | | |
| | HS 2 | Twy turn around at end of rwy. Frequent back taxi operations. | | |
| CAPE GIRARDEAU, MO | | | | |
| CAPE GIRARDEAU RGNL (CGI) | HS 1 | Area not visible from the twr. | | |
| | HS 2 | Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D. | | |
| CEDAR RAPIDS, IA | | | | |
| THE EASTERN IOWA (CID) | HS 1 HS 2 | Frequent aircraft and vehicle rwy crossings. | | |
| | = | Int rwys. | | |
| COLLINADIA MO | HS 3 | Twy crossing rwy. | | |
| COLUMBIA, MO | HS 1 | Confusing two int | | |
| COLUMBIA RGNL (COU) | HS 2 | Confusing twy int. Unusual rwy holding position. | | |
| | HS 3 | Unusual rwy/rwy holding position. | | |
| DES MOINES, IA | 110 3 | Offusual rwy/rwy floiding position. | | |
| DES MOINES INTL (DSM) | HS 1 | From Twy B, turn on Twy D to access all rwys. | | |
| DEG MONTE (BOM) | HS 2 | Center twy complex and int rwys, use extreme caution. | | |
| | HS 3 | The apch end of Rwy 05 at Twy P has limited visibility from the twr. | | |
| | HS 4 | ATCT restricted visibility at Iowa Air National Guard complex. | | |
| DUBUQUE, IA | | | | |
| DUBUQUE RGNL (DBQ) | HS 1 | Apch ends of rwys in close proximity. | | |
| , , | HS 2 | Rwy 13-31 in close proximity to ramp non-movement area at Twy D. | | |
| | HS 3 | Rwy 13-31 in close proximity to ramp non-movement area at Twy C. | | |
| FORT DODGE, IA | | | | |
| FORT DODGE RGNL (FOD) | HS 1 | Int on twy just prior to rwys. | | |
| FORT LEONARD WOOD, MO | | | | |
| WAYNESVILLE-ST. ROBERT | | | | |
| RGNL FORNEY FLD (TBN) | HS 1 | Single twy access to rwy. Frequent back-taxi ops. | | |
| | | enigle try access to try. Troquent such tax oper | | |
| JEFFERSON CITY, MO | | | | |
| JEFFERSON CITY | | | | |
| MEMORIAL (JEF) | HS 1 | Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27. | | |
| | HS 2 | Twy B at Rwy 27 holding position marking. | | |
| JOPLIN, MO | | | | |
| JOPLIN RGNL (JLN) | HS 1 | Complex twy/rwy int. | | |
| | HS 2 | Ramp exit in close proximity to rwy. | | |
| KANSAS CITY, MO | | | | |
| CHARLES B. WHEELER | | | | |
| DOWNTOWN (MKC) | HS 1 | Twy G int with Rwy 03-21. | | |
| | HS 2 | Holding short between Rwy 01-19 and Rwy 03-21. | | |
| | HS 3 | Confusing twy int. | | |
| | | | | |

23 SEP 2010 to 21 OCT 2010

CITY/AIRPORT

KANSAS CITY, MO KANSAS CITY INTL (MCI)

SPRINGFIELD-BRANSON

WATERLOO RGNL (ALO)

(CONTINUED)

HOT SPOTS

HOT SPOT

DESCRIPTION*

Busy vehicle service road crosses Twy G east of Twy B.

| | HS 2 | Twy E and Twy F int with Rwy 09-27. |
|-----------------------|------|---------------------------------------|
| | HS 3 | Twy C and Twy D int with Rwy 01R-19L. |
| | HS 4 | Twy B2 crosses service road. |
| KIRKSVILLE, MO | | |
| KIRKSVILLE RGNL (IRK) | HS 1 | Turf rwy taxi route via Rwy 18-36. |
| | | |

MASON CITY IA MASON CITY MUNI (MCW) HS₁ Twy leads to multiple rwys. ST JOSEPH, MO

HS₁

HS₁ Ramp in close proximity to rwy. ROSECRANS MEMORIAL (STJ)

HS 2 Closely located rwys. HS 3 Back taxi required for full length Rwv 13. ST LOUIS, MO LAMBERT-ST LOUIS INTL (STL) HS₁ Twy D at int with Twy L in close proximity to Rwy 12R-30L.

HS₂ Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twv T to Rwv 29 and Twv A to Rwv 06. HS 3 Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.

ST LOUIS, MO ST LOUIS/SPIRIT OF ST LOUIS (SUS) HS₁ Complex twv int. HS₂ Blind spots on movement area. HS 3 Blind spot on movement area.

SIOUX CITY, IA SIOUX GATEWAY/ HS₁

COLONEL BUD DAY FIELD (SUX) Twy B intersects with Rwy 31 and Rwy 35 at the apch end HS 2 Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area. SPRINGFIELD, MO

HS₁ NATIONAL (SGF) Twys in close proximity to rwys at unusual angles. HS 2 Ramp exit crosses rwy. HS 3 Twr blind spot on movement area. WATERLOO, IA

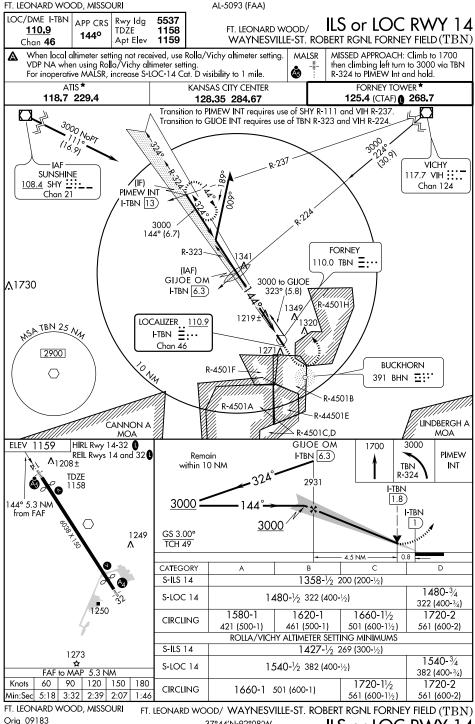
HS 1

HS 2 Twy leads to multiple rwys. HS 3 Twy crosses rwy immediately after leaving ramp.

HS 4 Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

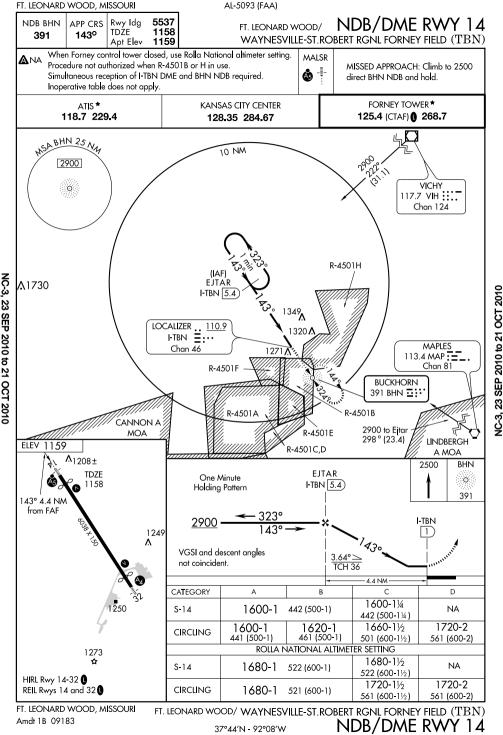
Twy int near rwys.

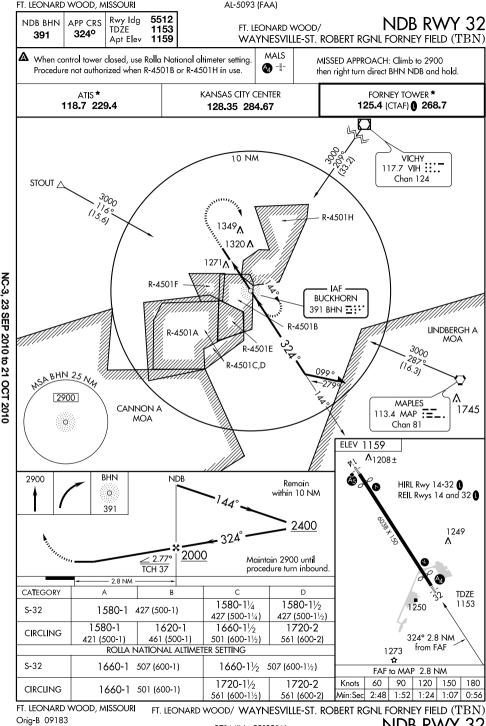


NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

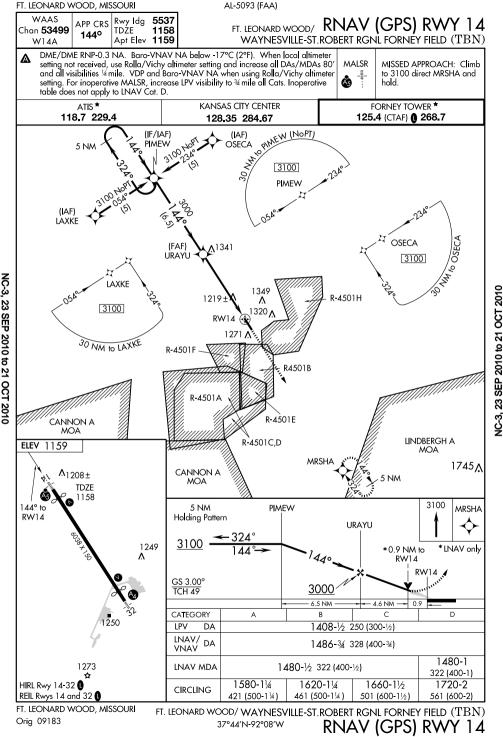
Orig 09183 37°44′N-92°08′W ILS or LOC **RWY 14**

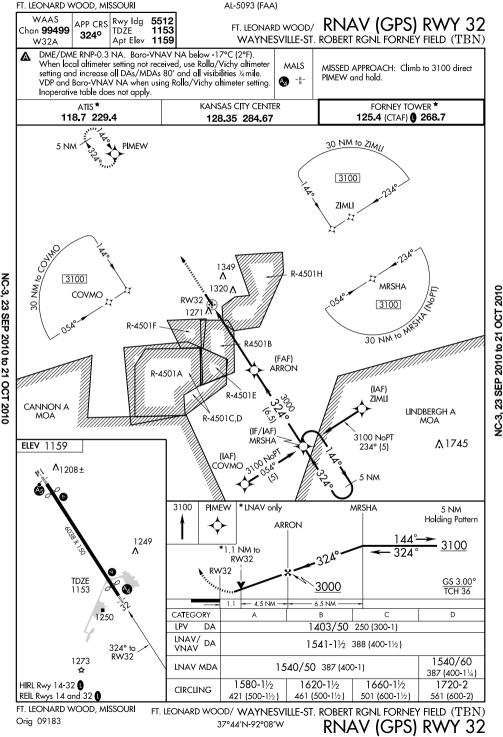


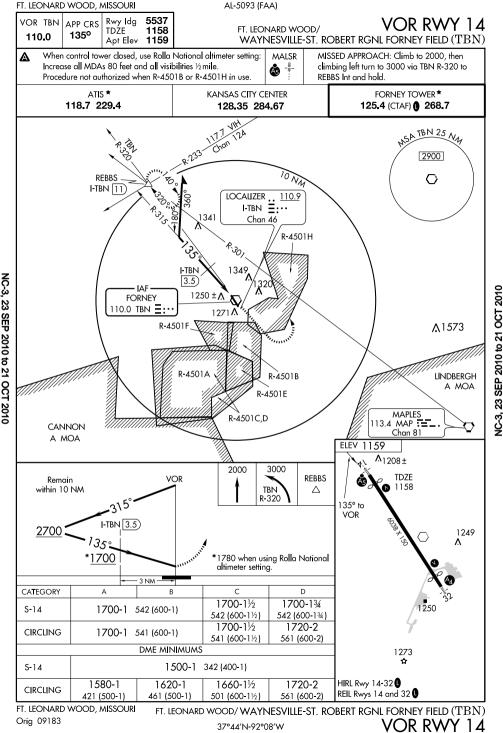


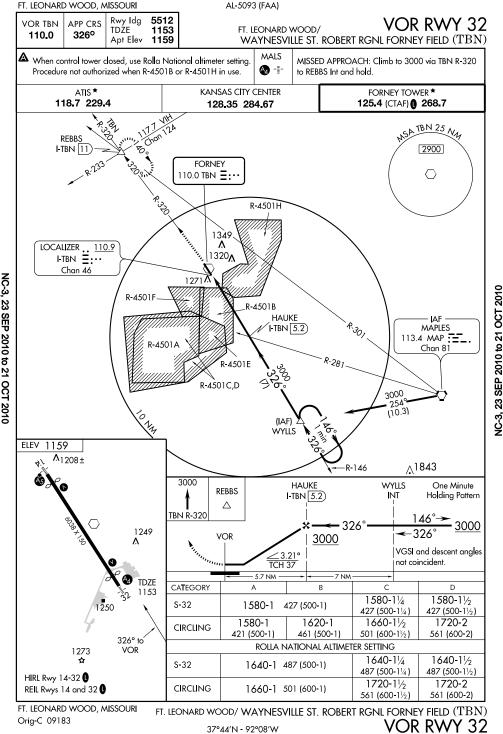
NC-3, 23 SEP 2010 to 21 OCT 2010

NDB RWY 32 37°44′N - 92°08′W









FORT LEONARD WOOD WAYNESVILLE-ST ROBERT RGNL FORNEY FLD

N37°44.50′ W92°08.44′

KANSAS CITY

H-5D. L-16G

1159 B **FUEL** 100LL, JET A NOTAM FILE TBN

RWY 14-32: H6038X150 (ASPH) S-50 RWY 14: MALSR. REIL. VASI(V2L)-GA 2.9° TCH 36'.

Thid dsplcd 501'. Pole.

RWY 32: MALS. REIL. VASI(V2R)-GA 2.9° TCH 36'.

Thid dspicd 526'. Road. Rgt tfc.

MILITARY SERVICE: FUEL PPR rgr Mil JP8 avbl Mon-Fri 1230-2130Z‡ except holidays, operating time for Code 6 and above. (NC-100LL,

Jet A avbl 1400-2300Z‡ C573-329-4216.) 24 hr self svc with

credit card.

AIRPORT REMARKS: Attended Mon-Fri 1200-0300Z‡ excluding holidays.

Rwy 32 touchdown rwy visual range avbl. Surface visibility limited by tree line from E to S to W. Rwy 14 MALSR OTS indef. When twr clsd ACTIVATE HIRL Rwy 14-32, MALSR and VASI and REIL Rwy

14 and MALS, VASI and REIL Rwy 32-125.4. MILITARY REMARKS: RSTD PPR for all transient military acft DSN 581-0165/4819, C573-596-0165/4819, MISC Weather observer augmented, edited or manual as required Mon-Fri 1200-0300Z‡,

Sat 1300-2100Z±. Sun 1700-0100Z±. Weather forecast not avbl

local. Remote briefing svc avbl 26 OWS Barksdale AFB DSN 781-4775, C318-456-4775, C866-223-2398 (toll free), fax DSN 781-3493 or C318-456-3493, web site

https://ows.barksdale.af.mil/. WEATHER DATA SOURCES: ASOS (C573) 596-6959.

COMMUNICATIONS: CTAF 125.4 ATIS 118.7 229.4 (Mon-Fri 1200-0300Z‡ except holidays)

FORNEY TOWER 125.4 268.7 (Mon-Fri 1200-0300Z‡ except holidays)

(R) KANSAS CITY CENTER APP/DEP CON 128.35 284.67 AIRSPACE: CLASS D svc Mon-Fri 1200-0300Z‡ except holidays other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE TBN. FORNEY (L)VOR 110.0 TBN N37°44.55′ W92°08.34′ at fld. VOR unmonitored Mon-Fri 0300-1200Z‡,

24 hrs holidays and weekends. MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35,45′ W91°47,31′ 292° 19.1 NM to fld. 1370/6E. HIWAS.

NOTAM FILE COU. BUCKHORN NDB (MH) 391 BHN N37°41.85′ W92°06.23′ 323° 3.2 NM to fld. Unmonitored Mon-Fri

0300-1200Z‡, 24 hrs holidays and weekends. Rwy 14. Unmonitored when twr clsd (Mon-Fri 1200-0300Z‡, weekends ILS/DME 110.9 I-TBN Chan 46

and holidays.)

FREDERICKTOWN RGNL (H88) 3 N UTC-6(-5DT) N37°36.35' W90°17.24' FUEL 100LL, JET A, MOGAS NOTAM FILE STL

RWY 01-19: H4000X75 (ASPH) S-12.5 MIRL

RWY 01: PAPI (P4L)-GA 3.0° TCH 40'.

RWY 19: PAPI(P4L)-GA 3.0° TCH 42'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1330-2200Z‡. For svc after hrs

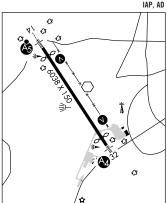
call number posted on terminal door. Wildlife on and invof arpt. ACTIVATE MIRL Rwy 01-19 and PAPI Rwy 01 and Rwy 19-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 127.47

RADIO AIDS TO NAVIGATION: NOTAM FILE FAM.

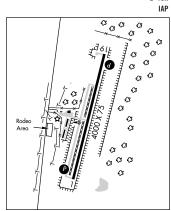
FARMINGTON (H) VORTAC 115.7 Chan 104 N37°40 41' FAM W90°14.04' 211° 4.8 NM to fld. 1220/1E. HIWAS.

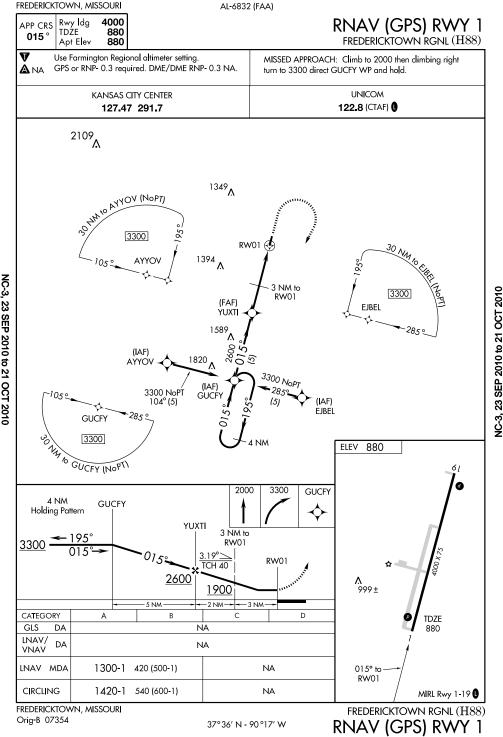


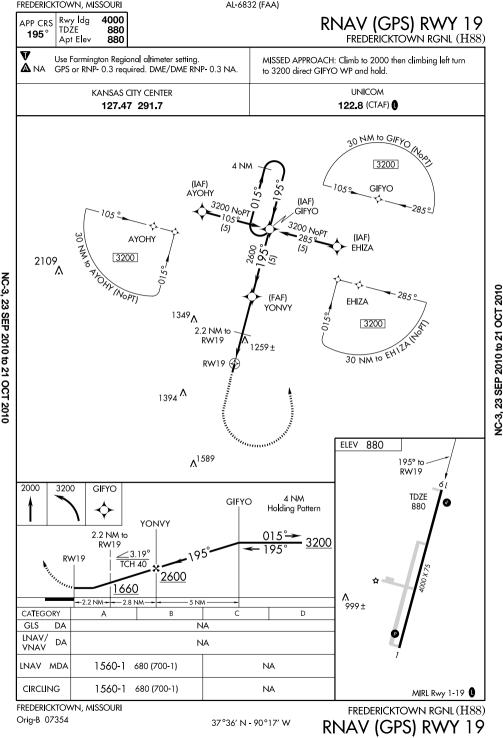
FORNEY OPS 40.95 237.5

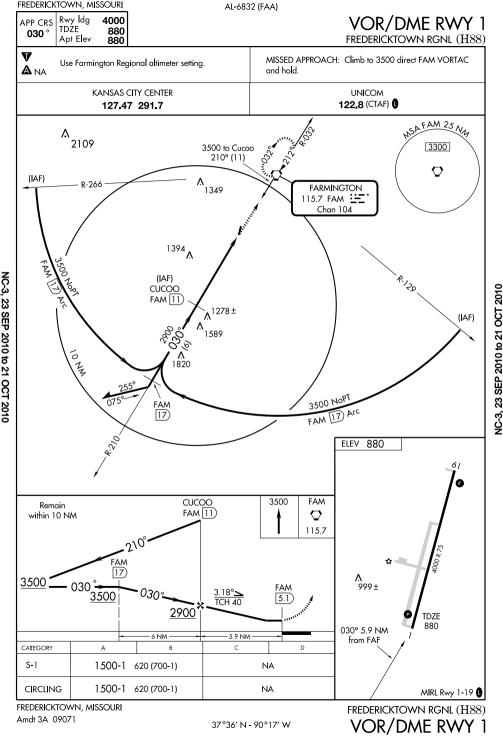
(TBN)(KTBN) CIV/MIL 0 SW UTC-6(-5DT)

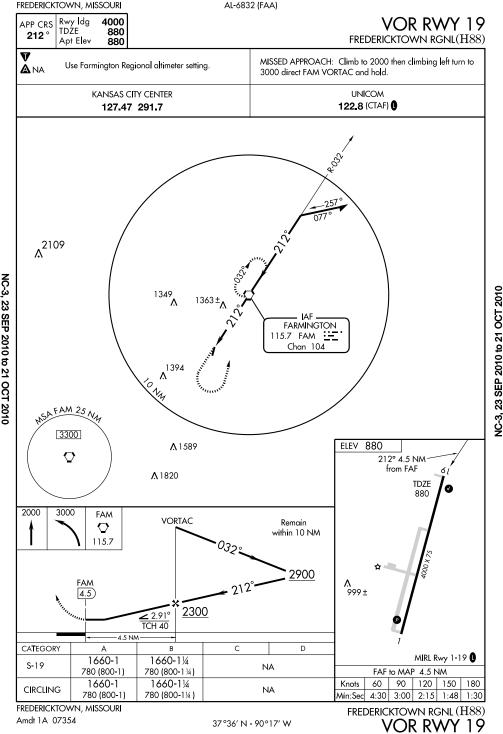
ST LOUIS L-16H











N38°50.29' W92°00.16'

FIII TON ELTON HENSLEY MEM

(FTT) 3 SW UTC-6(-5DT) 886 R **S**4 FUEL 100LL NOTAM FILE COU

RWY 18-36: H4000X75 (CONC) S-12 5 MIRI

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 42'. Road. RWY 36: REIL, PAPI(P4L)-GA 3.0° TCH 39', Trees.

RWY 06-24: H3203X47 (ASPH) S-30 MIRI RWY 06: REIL, SAVASI(S2L)-GA 3.9° TCH 19', Tree. RWY 24: REIL. SAVASI(S2L)-GA 3.9° TCH 19'. Road.

RWY 12-30: 2464X100 (TURE) 0.5% un NW

RWY 12: Tree. RWY 30: P-line.

AIRPORT REMARKS: Attended 1400Z‡-dusk, Parachute Jumping. Ultralight activity on and invof arpt. Insufficient rwy safety area

COMMUNICATIONS: CTAF/UNICOM 122.7 (R) MIZZU APP/DEP CON 124.375

HALLSVILLE (L) VORTAC 114.2

W92°13.10'

RADIO AIDS TO NAVIGATION: NOTAM FILE COU. COLUMBIA (L) VORW/DME 110.2

length byd Rwy 06 end, large drop off. Rwy 06-24 width variance 47-50', Rwy 12-30 marked with large vellow cones, Rwy 18-36 limited by arpt manager to 12,500 pounds single wheel gear. For acft exceeding 12,500 pounds single wheel gear, ctc arpt

manager on 573-642-6222, Rwy 24 VASI OTS indef, Rwy 18 and Rwy 36 PAPI OTS indef. REIL Rwy 06 and Rwy 24 OTS indef.

N38°48.65′ W92°13.10′

N38°48.65'

_ପଟ୍ଟଟ<u>ଟ</u> 03 03 a n N C C ര്ദ്

154° 17.5 NM to fld. 920/6E.

KANSAS CITY

KANSAS CITY

L-27B

IAP

GUTHRIE NDB (MHW) 317 FTT N38°50.57' W92°00.28' at fld. OTS indef. SHUTDOWN

UTC-6(-5DT) N36°36.75' W92°23.99'

Chan 39

Chan 89

GAINESVILLE MEM (H27) 2 NE 1070 B NOTAM FILE COU

RWY 01-19: 1895X100 (TURF) RWY 01: Thid dsplcd 640'. Trees. RWY 19: Thid dspicd 400'. Trees.

COU

HLV

078° 10.2 NM to fld. 883/3E.

RWY 16-34: 1645X60 (TURF)

RWY 16: Thid dspled 945', Trees. RWY 34: Thid dspicd 400'. Trees.

AIRPORT REMARKS: Unattended, Ultralight and crop dusting acft on and invof arpt. Rwv 01-19 and Rwv 16-34 marked

with large yellow cones. Dsplcd thids marked with 3 large yellow cones on each side of rwy for Rwy 01-19.

Dsplcd thld marked with 3 large yellow cones on west side for Rwy 16-34. All rwys have brush, trees, roads, buildings, utility poles and many other objects in apch areas and rwy safety areas. Very short roll out distances from dsplcd thids to rwy ends. Mobile home trailers and +4' metal fence posts along east rwy edge for the first

half of Rwy 16-34. Rotating bcn located 3700' SW of Rwy 34 thld. Rwy 01-19 boundary lgts. Rwy 16-34 restricted to Idg ops only, ACTIVATE LIRL Rwy 01-19-CTAF. COMMUNICATIONS: CTAF 122.9

GIDEON MEM (M85) 1 SE

UTC-6(-5DT) N36°26.63' W89°54.23' 268 NOTAM FILE STL

RWY 15-33: H4504X58 (ASPH) RWY 15: Pole.

RWY 33: Road.

AIRPORT REMARKS: Unattended. Rwy N-S CLOSED, used for flying of model planes. North twy to Rwy 15 thld closed, S Twy N of Rwy 33

thid CLOSED. Crop dusting and ultralight acft on and invof arpt. Hazardous pavement conditions exist at this airport and farming operations are very close to pavement edges. Exercise caution when using this facility. Rwy 15-33 has areas of uneven asph where rwy is rolling and uneven, loose aggregate, and grass growing in cracks. Rwy 15 NSTD npi markings, centerline continous line. Rwy 33 NSTD basic markings centerline continous

COMMUNICATIONS: CTAF 122.9

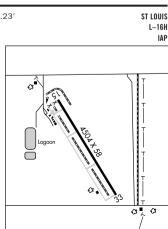
(R) MEMPHIS CENTER APP/DEP CON 133.65

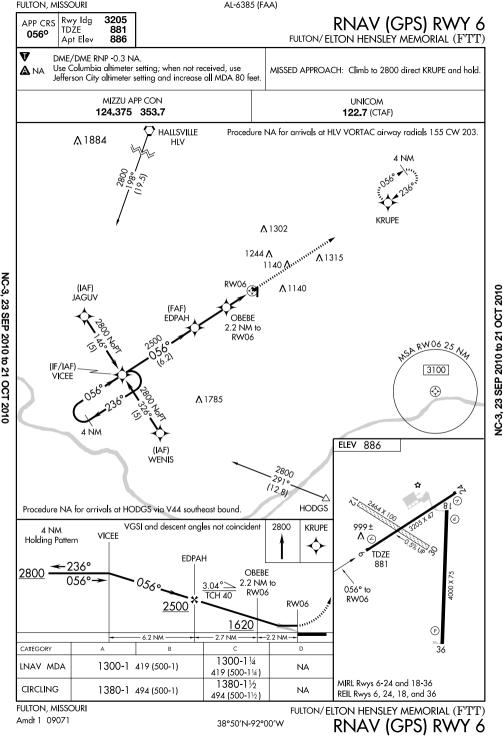
line. Rwv 15-33 width varies from 58-60'.

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31'

W89°54.69' 174° 6.7 NM to fld. 280/3E.





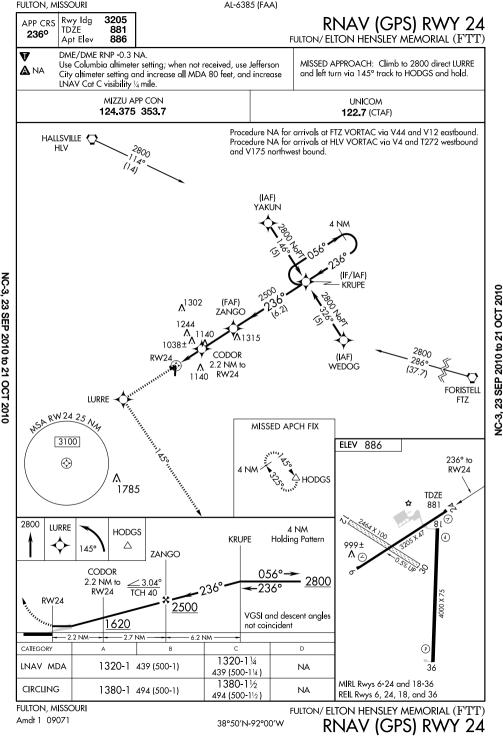
Orig 09071

NC-3, 23 SEP 2010 to 21 OCT 2010

38°50'N-92°00'W

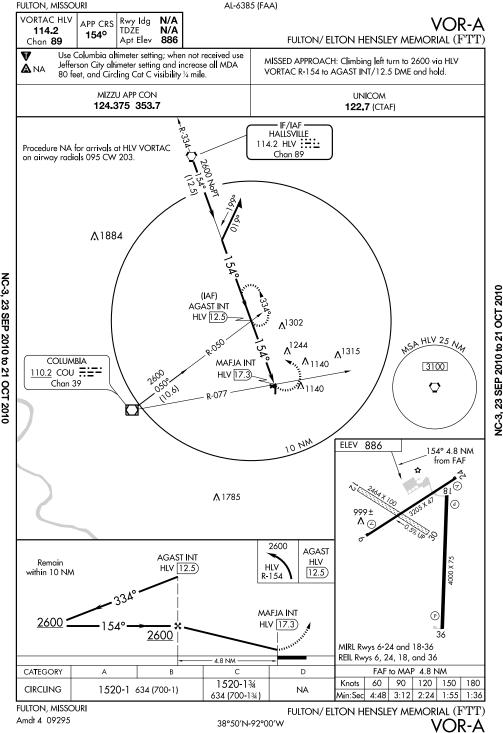
RNAV (GPS) RW

VC-3, 23 SEP 2010 to 21 OCT 2010



FULTON, MISSOURI AL-6385 (FAA) WAAS 4000 Rwy Idg RNAV (GPS) RWY 36 APP CRS CH **86811** TDŹE 881 001° FULTON/ ELTON HENSLEY MEMORIAL (FTT) 886 Apt Elev W36A Baro-VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C V (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Use Columbia altimeter setting; MISSED APPROACH: Climb to when not received, use Jefferson City altimeter setting and increase all DA 62 feet, all MDA 3000 direct YAKUY and hold. 80 feet, increase LPV and LNAV/VNAV all Cats. and LNAV Cat. C visibility 1/4 mile. MIZZU APP CON UNICOM 124.375 353.7 122.7 (CTAF) MISSED APCH FIX Λ¹³⁰² ۸¹²⁴⁴ 1315 1146± 1039± WIROM ¹⁷⁸⁵∧ SARW 36 25 Ny Procedure NA for arrivals at HODGS via V44 and V175 southeast bound. 3100 Procedure NA for arrivals (IF/IAF) at BNTON via V178-239 ÙYURO \Diamond southbound. 3000 NoP (IAF) (IAF) BNTON A HODGS **ELEV** 886 MIRL Rwys 5-23 and 18-36 REIL Rwys 5, 23, 18, and 36 3000 YAKUY 4 NM Holding Pattern UYURO WIROM 3000 2500 RW36 GS 3.00° 2500 TCH 39 6.1 NM 4.9 NM 4000 X 75 CATEGORY Α D 1155-1 274 (300-1) LPV DA NA LNAV/ DA 1283-11/2 402 (400-11/2) NA TDZE VNAV 881 LNAV MDA 1280-1 399 (400-1) NA 36 1380-11/2 001° to CIRCLING 1380-1 494 (500-1) NA RW36 494 (500-11/2) FULTON, MISSOURI FULTON/ ELTON HENSLEY MEMORIAL (FTT) Orig 09071 38°50'N-92°00'W RNAV (GPS) RWY 36

VC-3, 23 SEP 2010 to 21 OCT 2010



MISSOURI 205

N38°50.29' W92°00.16'

FIII TON

ELTON HENSLEY MEM (FTT) 3 SW UTC-6(-5DT) 886 R **S**4 FUEL 100LL NOTAM FILE COU

RWY 18-36: H4000X75 (CONC) S-12 5 MIRI RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 42'. Road.

RWY 36: REIL. PAPI(P4L)-GA 3.0° TCH 39'. Trees.

RWY 06-24: H3203X47 (ASPH) S-30 MIRI RWY 06: REIL, SAVASI(S2L)-GA 3.9° TCH 19', Tree. RWY 24: REIL. SAVASI(S2L)-GA 3.9° TCH 19'. Road.

RWY 12-30: 2464X100 (TURE) 0.5% un NW

RWY 12: Tree. RWY 30: P-line.

AIRPORT REMARKS: Attended 1400Z‡-dusk, Parachute Jumping.

COMMUNICATIONS: CTAF/UNICOM 122.7 (R) MIZZU APP/DEP CON 124.375

RADIO AIDS TO NAVIGATION: NOTAM FILE COU. COLUMBIA (L) VORW/DME 110.2

Ultralight activity on and invof arpt. Insufficient rwy safety area length byd Rwy 06 end, large drop off. Rwy 06-24 width variance 47-50', Rwy 12-30 marked with large vellow cones, Rwy 18-36 limited by arpt manager to 12,500 pounds single wheel gear. For acft exceeding 12,500 pounds single wheel gear, ctc arpt

Chan 39

Chan 89

manager on 573-642-6222, Rwy 24 VASI OTS indef, Rwy 18 and Rwy 36 PAPI OTS indef. REIL Rwy 06 and Rwy 24 OTS indef.

N38°48.65'

RWY 19: Thid dspicd 400'. Trees.

N38°48.65′ W92°13.10′

_ପଟ୍ଟଟ<u>ଟ</u> 03 03 a n N C C ര്ദ്

154° 17.5 NM to fld. 920/6E.

GUTHRIE NDB (MHW) 317 FTT N38°50.57' W92°00.28' at fld. OTS indef. SHUTDOWN

COU

HLV

078° 10.2 NM to fld. 883/3E.

GAINESVILLE MEM (H27) 2 NE UTC-6(-5DT) N36°36.75' W92°23.99' 1070 B NOTAM FILE COU

KANSAS CITY

ST LOUIS

L-16H

KANSAS CITY

L-27B

IAP

RWY 01-19: 1895X100 (TURF)

HALLSVILLE (L) VORTAC 114.2

W92°13.10'

RWY 01: Thid dsplcd 640'. Trees.

RWY 16-34: 1645X60 (TURF) RWY 16: Thid dspled 945', Trees. RWY 34: Thid dspicd 400'. Trees.

AIRPORT REMARKS: Unattended, Ultralight and crop dusting acft on and invof arpt. Rwv 01-19 and Rwv 16-34 marked

with large yellow cones. Dsplcd thids marked with 3 large yellow cones on each side of rwy for Rwy 01-19.

Dsplcd thld marked with 3 large yellow cones on west side for Rwy 16-34. All rwys have brush, trees, roads, buildings, utility poles and many other objects in apch areas and rwy safety areas. Very short roll out distances from dsplcd thids to rwy ends. Mobile home trailers and +4' metal fence posts along east rwy edge for the first

half of Rwy 16-34. Rotating bcn located 3700' SW of Rwy 34 thld. Rwy 01-19 boundary lgts. Rwy 16-34 restricted to Idg ops only, ACTIVATE LIRL Rwy 01-19-CTAF. COMMUNICATIONS: CTAF 122.9

GIDEON MEM (M85) 1 SE UTC-6(-5DT) N36°26.63' W89°54.23'

268 NOTAM FILE STL

RWY 15-33: H4504X58 (ASPH)

RWY 15: Pole. RWY 33: Road.

AIRPORT REMARKS: Unattended. Rwy N-S CLOSED, used for flying of

model planes. North twy to Rwy 15 thld closed, S Twy N of Rwy 33 thid CLOSED. Crop dusting and ultralight acft on and invof arpt. Hazardous pavement conditions exist at this airport and farming operations are very close to pavement edges. Exercise caution when using this facility. Rwy 15-33 has areas of uneven asph where rwy is rolling and uneven, loose aggregate, and grass

COMMUNICATIONS: CTAF 122.9

(R) MEMPHIS CENTER APP/DEP CON 133.65

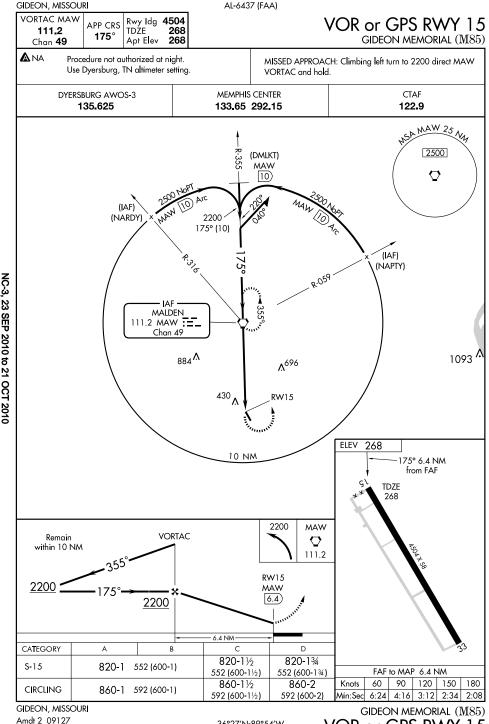
line. Rwv 15-33 width varies from 58-60'.

RADIO AIDS TO NAVIGATION: NOTAM FILE STL. MALDEN (L) VORTAC 111.2 MAW

Chan 49 N36°33.31' W89°54.69' 174° 6.7 NM to fld. 280/3E.

growing in cracks. Rwy 15 NSTD npi markings, centerline

IAP continous line. Rwy 33 NSTD basic markings centerline continous ß



VOR or GPS RW

206 MISSOURI GOLDEN VALLEY N38°21.54′ W93°41.08′ NOTAM FILE COLL KANSAS CITY NDB (MHW) 388 L-27A GLY at Clinton Mem. GOULD PETERSON MUNI (See TARKIO) **GRAIN VALLEY** EAST KANSAS CITY (3GV) 0 N UTC-6(-5DT) N39°00.93' W94°12.80' KANSAS CITY 835 B S2 FUEL 100LL, JET A NOTAM FILE COU L-27A. A RWY 09-27: H4501X44 (ASPH-AFSC) IAP S-11 RWY LGTS (NSTD) RWY 09: REIL. VASI(V4L)—GA 3.5° TCH 46'. Thid dspicd 300'. Rwy 5-23: 2200 X 20 Railroad. Rgt tfc. RWY 27: VASI(V4L)-GA 3.5° TCH 46', Railroad. 3 RWY 05-23: H2200X20 (ASPH) S-11 0.7% up NE €3 RWY 05: Railroad. RWY 23: Tree. Rgt tfc. Golf Course AIRPORT REMARKS: Attended 1400Z±-dusk, Numerous objects affecting navigable airspace around each rwy. Exercise caution when using

Insufficient lengths, incorrect terrain grades. No rwy safety area €3 4501 X 44 🛇 Residential Areas C3 C3 centerline markings and incorrect spacing. Rwy 09-27 NSTD MIRL; no yellow edge lgts last 2000' Rwy 09 and Rwy 27 all edge lgts located 13-15' from pavement edge; only 6 thid lgts Rwy 27 and located 18-20' East of

byd Rwy 27 and Rwy 05 ends. Migratory waterfowl on and invof arpt. Rwy 09-27 cracks with grass and weeds growing in them. Rwv 05-23 steep slope 60-235' NE of Rwv 05 thld, Rwv 05 and Rwy 23 NSTD npi markings; small numbers; no thid bars and incorrect size and spacing of centerline, Rwy 05 NSTD basic markings; small numbers; incorrect size and spacing of centerline. Rwy 05-23 width variance 20-25'. Rwy 09 NSTD dsplcd thid markings; small arrow head; incorrect spacing of arrows and thid bar. Rwy 09-27 NSTD precision instrument rwy markings; no aiming point; small rwy thld; touchdown and

CINC DEL 121 3

this facility. NSTD rwy safety area lengths byd each rwy end.

NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73' W94°07.73'

Rwv 09-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8 (R) KANSAS CITY APP/DEP CON 118.4

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

GRAND GLAIZE—OSAGE BEACH (See OSAGE BEACH)

GREENSFIELD (See MOSCOW MILLS)

GUTHRIE N38°50.57′ W92°00.28′ NOTAM FILE COU. NDB (MHW) 317 FTT

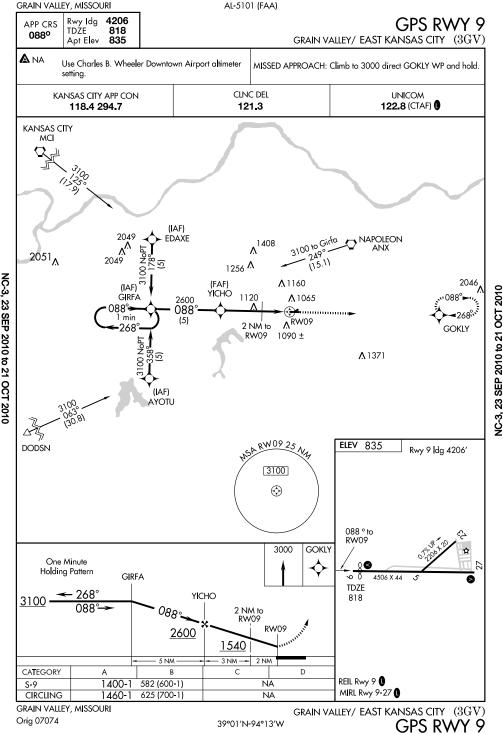
thld. Rwy 09-27 width variance 44-45'. ACTIVATE MIRL Rwy 09-27, VASI Rwy 09 and Rwy 27, REIL 213° 6.2 NM to fld. 878/7E.

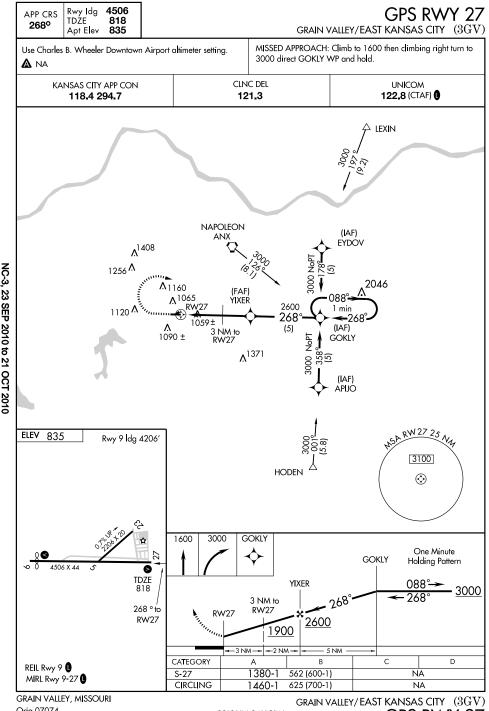
KANSAS CITY I-27R

H-5D, L-27B

at Elton Henslev Mem. OTS indef. SHUTDOWN KANSAS CITY

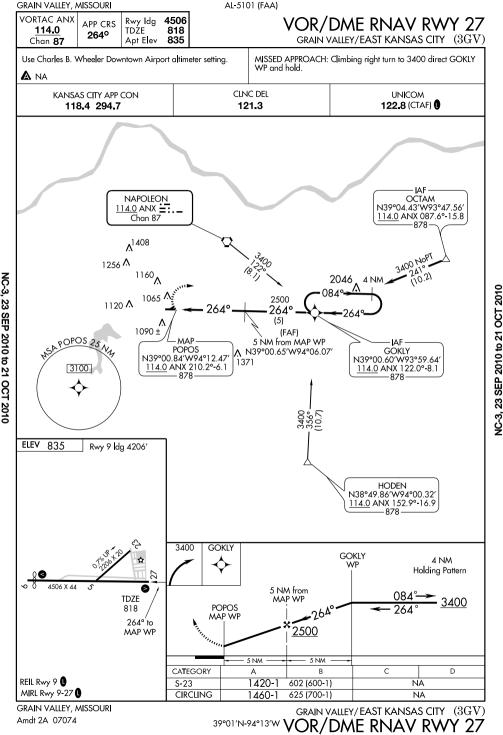
HALLSVILLE N39°06.81′ W92°07.69′ NOTAM FILE COLL (L) VORTAC 114.2 HLV Chan 89 074° 14.7 NM to Mexico Mem. 920/6E. RCO 122 1R 114 2T (COLUMBIA RADIO)

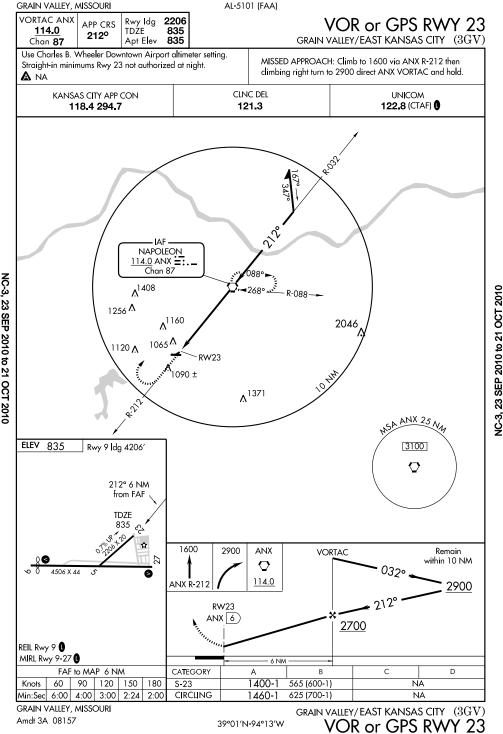




AL-5101 (FAA)

GRAIN VALLEY, MISSOURI





207

L-27B

€3

æ

IAP

63

KANSAS CITY

MISSOURI

FUEL 100LL, JET A

RWY 17: REIL, PAPI(P4L)—GA 3.0° TCH 40', Trees.

RWY 35: REIL, PAPI(P4L)—GA 3.0° TCH 40', Trees. AIRPORT REMARKS: Attended 1400Z±-dusk, Maintain clear of hospital

(HAE)

S4

RWY 17-35: H4400X100 (CONC)

area when departing Rwy 17, ACTIVATE MIRL Rwy 17-35, REIL Rwv 17 and Rwv 35. PAPI Rwv 17 and Rwv 35-CTAF. WEATHER DATA SOURCES: AWOS-3 120,775 (573) 221-2584. COMMUNICATIONS: CTAF/UNICOM 122 8

KANSAS CITY CENTER APP/DEP CON 135.525 UIN Chan 83 N39°50 88'

3 S

NOTAM FILE COU

MIRL

Chan 106 N38°16.33'

(See WARSAW)

UTC-6(-5DT) N36°13.46′ W89°43.73′

1.0% up N

I DA-4000

LDA-4000

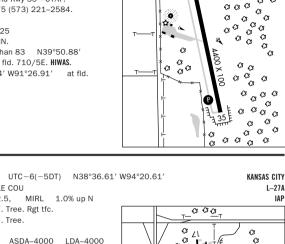
S-12

4 NW UTC-6(-5DT) N39°43.51' W91°26.63'

NOTAM FILE STL

MIRL

RADIO AIDS TO NAVIGATION: NOTAM FILE UIN. QUINCY (H) VORTAC 113.6 221° 10.6 NM to fld. 710/5E. HIWAS. W91°16.74' NDB (MHW) 411 HAE N39°43.64' W91°26.91' at fld. NOTAM FILE STL.



11

B FUEL 100LL

HARRISONVILLE

HANNIRAI RGNI

769 B

RWY 17-35: H4000X75 (ASPH) S-12.5. RWY 17: PAPI(P4L)-GA 4.0° TCH 27'. Tree. Rgt tfc.

LAWRENCE SMITH MEM (LRY)

RWY 35: PAPI(P4L)-GA 3.0° TCH 25'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION RWY 17: TORA-4000 TODA-4000 ASDA-4000

AIRPORT REMARKS: Attended Mon-Fri 1400-23007±. Sat-Sun irregularly, 24-hr self syc fuel. Be alert to parachute ops on and invof arpt. Air ambulance helicopter ops on and invof arpt. Ultralights on and invof arpt. ACTIVATE MIRL Rwy 17-35 and PAPI

RWY 35: TORA-4000 TODA-4000 ASDA-4000

Rwv 17 and Rwv 35-CTAF. WEATHER DATA SOURCES: AWOS-3 119.975 (816) 380-5936. COMMUNICATIONS: CTAF/UNICOM 123.0 KANSAS CITY CENTER APP/DEP CON 125.55

W94°29.29' 012° 21.4 NM to fld. 890/7E. HIWAS.

€3 Œ €3 a G G **43** G G G G

HARRY S TRUMAN DAM AND RESERVOIR SPB

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

BUTLER (H) VORTAC 115.9 BUM

HARRY S. TRUMAN RGNL (See BATES CITY)

HAYTI

MID CONTINENT (M28)2 E 268 S4 NOTAM FILE STL

RWY 18-36: 3420X175 (TURF)

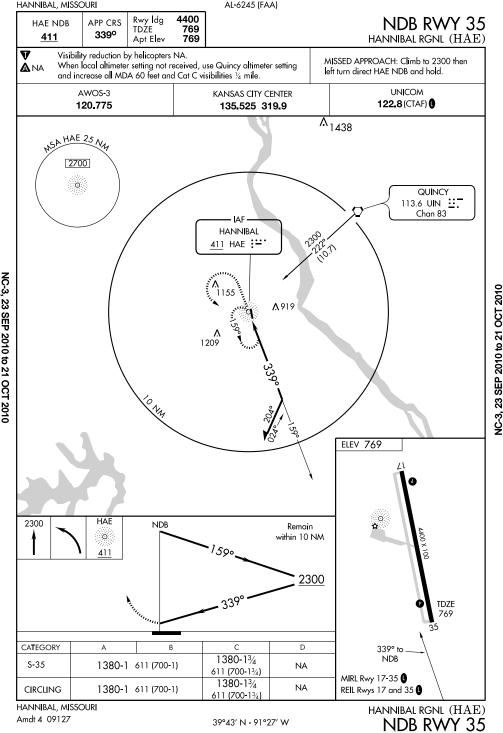
COMMUNICATIONS: CTAF 122 9

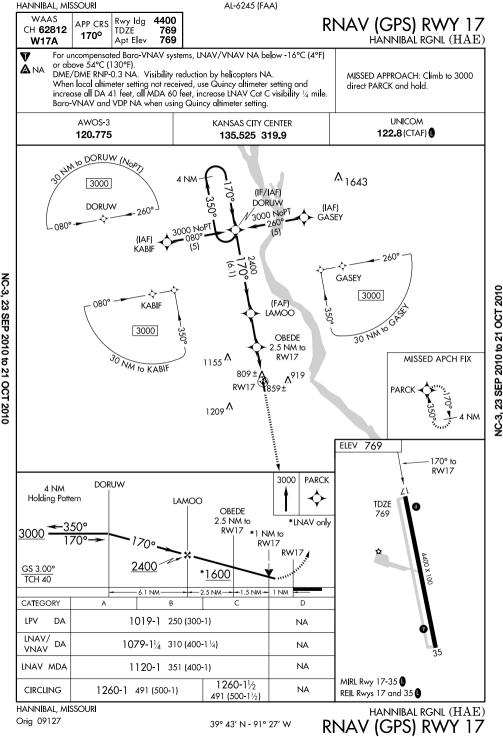
RWY 18: Thid dsplcd 305'. Sign.

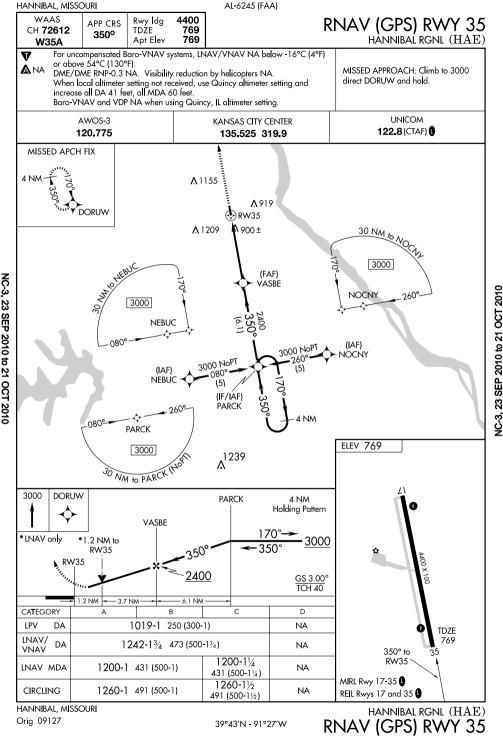
RWY 36: Thid dspicd 80'. Road.

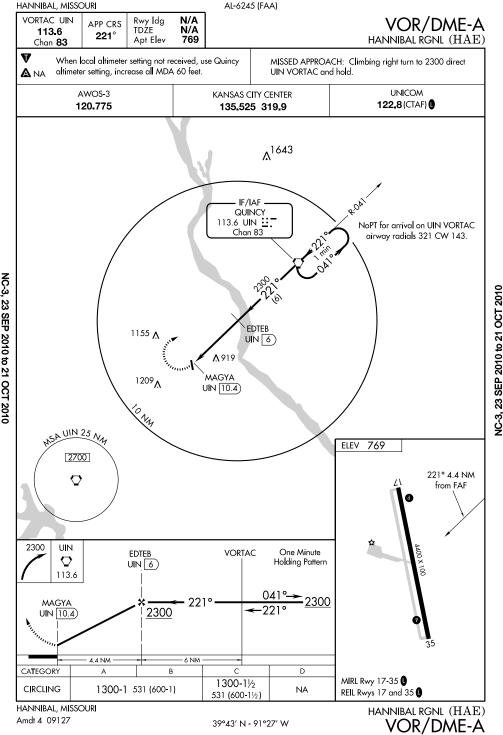
AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z‡, Sat 1400-1800Z‡. Crop dusting acft on and invof arpt. Farm road crosses middle of rwy. NSTD rwy safety area byd each rwy end, insufficient length, roads, and crops. Rwy 18-36 north 475' of rwy 155' wide. Rwy 18-36 625' by 20' asph 450' south of Rwy 18 thld 20' to 5' east of centerline. Rwy 18-36 white non-frangible reflectors mark edge of rwy, rwy ends not marked.

ST LOUIS









207

L-27B

€3

æ

IAP

63

KANSAS CITY

MISSOURI

FUEL 100LL, JET A

RWY 17: REIL, PAPI(P4L)—GA 3.0° TCH 40', Trees.

RWY 35: REIL, PAPI(P4L)—GA 3.0° TCH 40', Trees. AIRPORT REMARKS: Attended 1400Z±-dusk, Maintain clear of hospital

(HAE)

S4

RWY 17-35: H4400X100 (CONC)

area when departing Rwy 17, ACTIVATE MIRL Rwy 17-35, REIL Rwv 17 and Rwv 35. PAPI Rwv 17 and Rwv 35-CTAF. WEATHER DATA SOURCES: AWOS-3 120,775 (573) 221-2584. COMMUNICATIONS: CTAF/UNICOM 122 8

KANSAS CITY CENTER APP/DEP CON 135.525 UIN Chan 83 N39°50 88'

3 S

NOTAM FILE COU

MIRL

Chan 106 N38°16.33'

(See WARSAW)

UTC-6(-5DT) N36°13.46′ W89°43.73′

1.0% up N

I DA-4000

LDA-4000

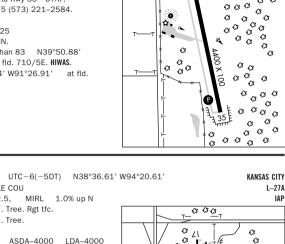
S-12

4 NW UTC-6(-5DT) N39°43.51' W91°26.63'

NOTAM FILE STL

MIRL

RADIO AIDS TO NAVIGATION: NOTAM FILE UIN. QUINCY (H) VORTAC 113.6 221° 10.6 NM to fld. 710/5E. HIWAS. W91°16.74' NDB (MHW) 411 HAE N39°43.64' W91°26.91' at fld. NOTAM FILE STL.



11

B FUEL 100LL

HARRISONVILLE

HANNIRAI RGNI

769 B

RWY 17-35: H4000X75 (ASPH) S-12.5. RWY 17: PAPI(P4L)-GA 4.0° TCH 27'. Tree. Rgt tfc.

LAWRENCE SMITH MEM (LRY)

RWY 35: PAPI(P4L)-GA 3.0° TCH 25'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION RWY 17: TORA-4000 TODA-4000 ASDA-4000

AIRPORT REMARKS: Attended Mon-Fri 1400-23007±. Sat-Sun irregularly, 24-hr self syc fuel. Be alert to parachute ops on and invof arpt. Air ambulance helicopter ops on and invof arpt. Ultralights on and invof arpt. ACTIVATE MIRL Rwy 17-35 and PAPI

RWY 35: TORA-4000 TODA-4000 ASDA-4000

Rwv 17 and Rwv 35-CTAF. WEATHER DATA SOURCES: AWOS-3 119.975 (816) 380-5936. COMMUNICATIONS: CTAF/UNICOM 123.0 KANSAS CITY CENTER APP/DEP CON 125.55

W94°29.29' 012° 21.4 NM to fld. 890/7E. HIWAS.

€3 Œ €3 a G G **43** G G G G

HARRY S TRUMAN DAM AND RESERVOIR SPB

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

BUTLER (H) VORTAC 115.9 BUM

HARRY S. TRUMAN RGNL (See BATES CITY)

HAYTI

MID CONTINENT (M28)2 E 268 S4 NOTAM FILE STL

RWY 18-36: 3420X175 (TURF)

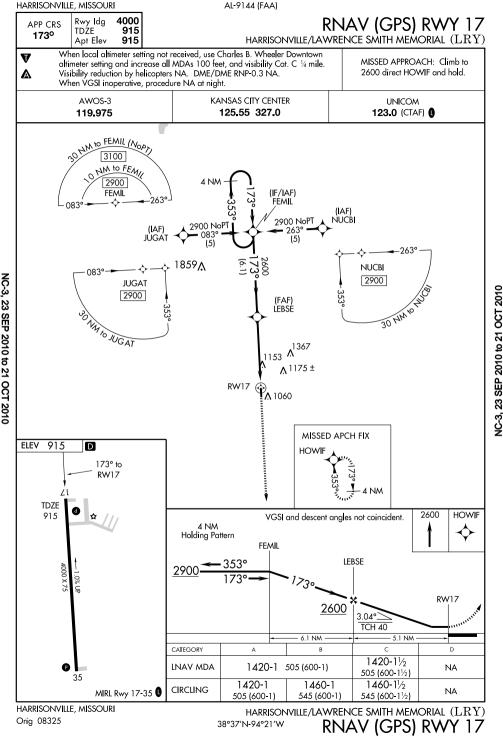
COMMUNICATIONS: CTAF 122 9

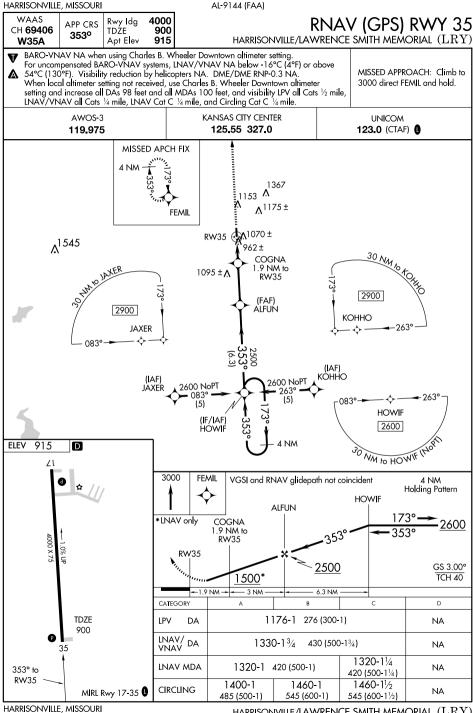
RWY 18: Thid dsplcd 305'. Sign.

RWY 36: Thid dspicd 80'. Road.

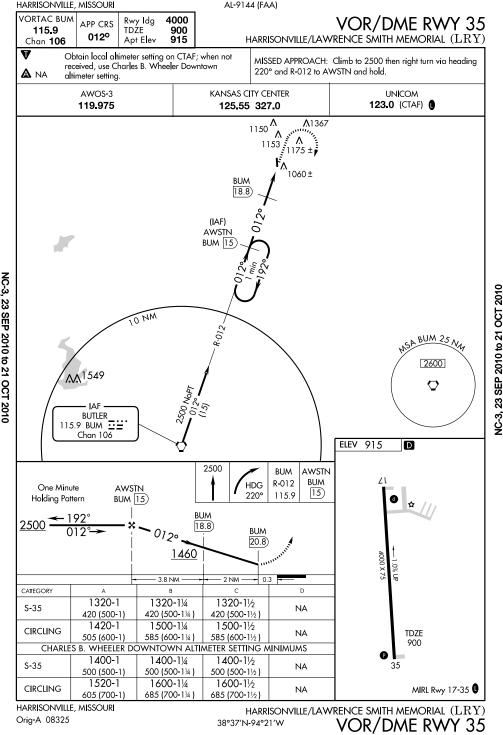
AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z‡, Sat 1400-1800Z‡. Crop dusting acft on and invof arpt. Farm road crosses middle of rwy. NSTD rwy safety area byd each rwy end, insufficient length, roads, and crops. Rwy 18-36 north 475' of rwy 155' wide. Rwy 18-36 625' by 20' asph 450' south of Rwy 18 thld 20' to 5' east of centerline. Rwy 18-36 white non-frangible reflectors mark edge of rwy, rwy ends not marked.

ST LOUIS





NC-3, 23 SEP 2010 to 21 OCT 2010



MISSOURI 208

> MIRI RWY 25: PAPI(P2L)-GA 3.0° TCH 20', P-line, Rgt tfc.

> > (HIG)

FIIFI 10011 NOTAM FILE COLL

TORA-4400 TODA-4400 ASDA-4400

3 NW UTC-6(-5DT) N38°42.31′ W91°29.43′

ASDA-4400

AIRPORT REMARKS: Unattended. Birds on and invof arpt. Be alert to large agricultural irrigation system during spring and summer months, approximately 300'-400' from Rwy 25 end, NSTD rwy safety area clearing beyond each rwy end, road and crops at Rwy 25 end, crops at Rwy 07 end, ACTIVATE MIRL Rwy 07-25 and PAPI Rwy

FORISTELL (L) VORTACW 110.8

840 B S4

RWY 16-

25-CTAF.

HERMANN MUNI

507 B

COMMUNICATIONS: CTAF 122 9 RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

(63M)

NOTAM FILE STL RWY 07-25: H3198X50 (ASPH)

FTZ

HIGGINSVILLE INDUSTRIAL MUNI

```
RWY 16-34: H4400X75 (ASPH)
                            S-12.5, D-16 MIRL
 1.0% up NW
 RWY 16: REIL, PAPI(P4L)-GA 3.0° TCH 31', Ground.
```

RWY 34: REIL. PAPI(P4L)-GA 3.0° TCH 39'. Tree. RUNWAY DECLARED DISTANCE INFORMATION

RWY 34: TORA-4400 TODA-4400 AIRPORT REMARKS: Attended Sep-Apr 1400-2300Z±, May-Aug 1300-0100Z[±]. For syc after hrs. call numbers posted on terminal door, Wildlife on and invof arpt, ACTIVATE MIRL RWY 16-34, PAPI

Rwv 16 and Rwv 34, and REIL Rwv 16 and Rwv 34-CTAF. COMMUNICATIONS: CTAF/UNICOM 122 8

RADIO AIDS TO NAVIGATION: NOTAM FILE COU. NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73'

W94°07.73' 087° 21.1 NM to fld. 878/7E.

HORNERSVILLE MEM (37M) 248 B NOTAM FILE STL

2 W

UTC-6(-5DT) N36°02.46′ W90°09.05′

Chan 45 N38°41.66′ W90°58.27′ 267° 24.4 NM to fld. 818/5E.

2 E UTC-6(-5DT) N39°04.35' W93°40.64'

IDA-4400 LDA-4400 ST LOUIS

KANSAS CITY L-27B

KANSAS CITY

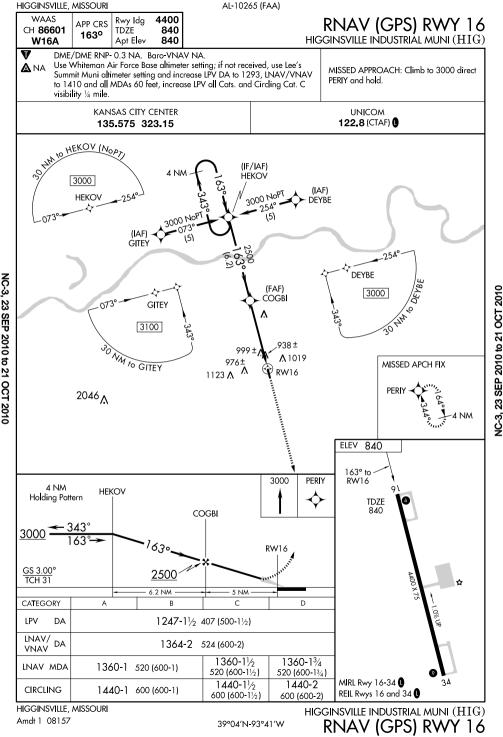
I-27A

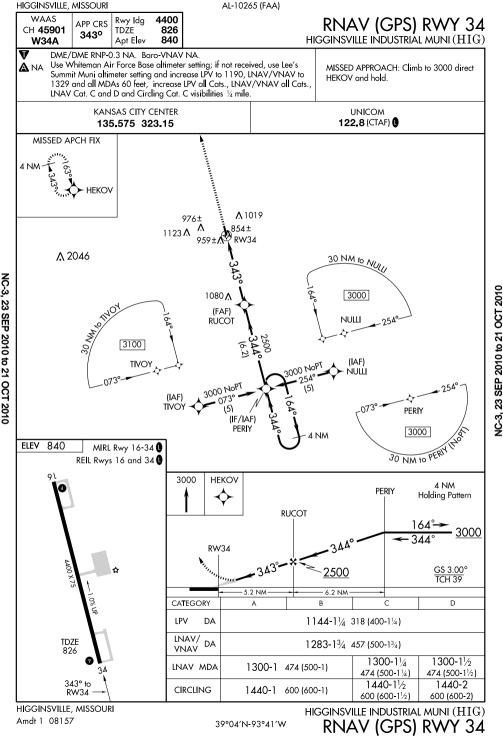
ΙΔΡ

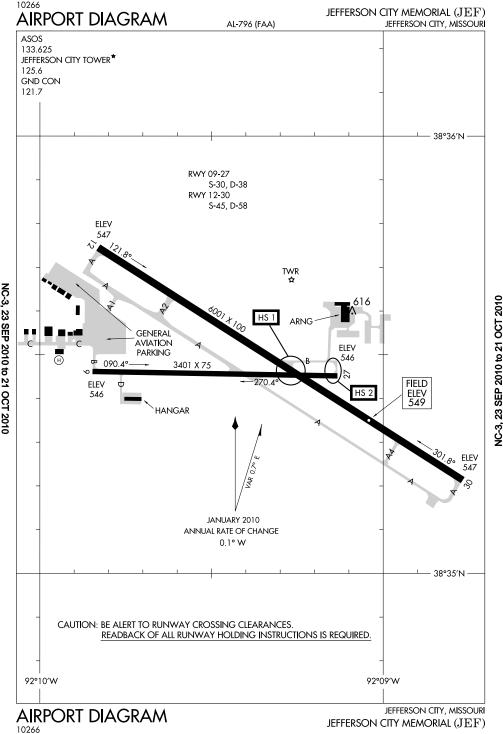
RWY 18-36: H2648X47 (ASPH) RWY 36: Trees.

RWY 18: P-line. AIRPORT REMARKS: Unattended, Rwy 18-36 daytime ops only, Night ops not recommended at this arpt. Be alert to large irrigation system on west side of rwy. Crop dusting operations on and invof arpt. Rwy 18-36 width variance

47-50'. Rotating beacon OTS indefinitely. COMMUNICATIONS: CTAF 122 9







€3 **(3**

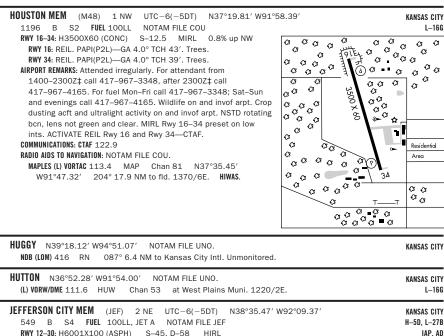
03 03

€3

c c

€3

MISSOURI



000

120° 5.0 NM to fld. NOTAM FILE JEF.

RWY 12-30: H6001X100 (ASPH) S-45, D-58 RWY 12: REIL. VASI(V4L)-GA 3.5° TCH 55'. Tree.

RWY 30: MALSR. VASI(V4L)-GA 3.0° TCH 50'. RWY 09-27: H3401X75 (CONC) S-30, D-38

RWY 09: REIL. PAPI(P4L)-GA 3.0° TCH 25'. Tree. RWY 27: REIL. PAPI(P4L)-GA 3.0° TCH 43'. Tree. AIRPORT REMARKS: Attended 1230-0230Z‡. Light to moderate bird

activity invof arpt. Entrances to E and S hangers, not visible by twr. Twy A1, A2 connectors open. Rwy 27 REIL OTS indef. REIL Rwy 12 unavbl when twr clsd. When twr clsd ACTIVATE HIRL Rwy 12-30, VASI Rwy 12 and Rwy 30 and MALSR Rwy 30 and Twy A

Igts-CTAF. WEATHER DATA SOURCES: ASOS 133.625 (573) 635-9266. **COMMUNICATIONS: CTAF 125.6** UNICOM 122.95 RCO 122.25 (COLUMBIA RADIO)

NOAH NDB (MHW) 515

(R) MIZZU APP/DEP CON 124.375 TOWER 125.6 (1200-0330Z±) **GND CON 121.7** AIRSPACE: CLASS D svc 1200-0330Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

COLUMBIA (L) VORW/DME 110.2 COU Chan 39 N38°48.65'

W92°13.10′ 164° 13.5 NM to fld. 883/3E. HIWAS.

ALGOA NDB (MHW/LOM) 397 JΕ N38°32.89′ W92°04.32′ 300° 4.7 NM to fld. NOTAM FILE JEF. I-JEF Chan 42 Rwy 30. Class IE. LOM ALGOA NDB. Unmonitored when twr clsd.

ONH N38°38.23' W92°14.69'

JERRY SUMNERS SR AURORA MUNI (See AURORA) JESSE VIERTEL MEM

Back course marker co-located with NDB ONH.

(See BOONVILLE)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

| increased risk has been reduced or el | | it spots will remain charted on airport diagrams until such time the |
|---|--------------|--|
| CITY/AIRPORT | HOT SPOT | DESCRIPTION* |
| | | |
| BRANSON, MO | | |
| BRANSON (BBG) | HS 1 | Ramp area exits on to rwy. |
| | HS 2 | Twy turn around at end of rwy. Frequent back taxi operations. |
| CAPE GIRARDEAU, MO | | |
| CAPE GIRARDEAU RGNL (CGI) | HS 1 | Area not visible from the twr. |
| CEDAR RADIRE IA | HS 2 | Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D. |
| CEDAR RAPIDS, IA THE EASTERN IOWA (CID) | HS 1 | Frequent aircraft and vehicle rwy crossings. |
| THE EASTERN IOWA (CID) | HS 2 | Int rwys. |
| | HS 3 | Twy crossing rwy. |
| COLUMBIA, MO | | Thy Globbing Thy. |
| COLUMBIA RGNL (COU) | HS 1 | Confusing twy int. |
| (, , , , , , , , , , , , , , , , , , , | HS 2 | Unusual rwy holding position. |
| | HS 3 | Unusual rwy/rwy holding position. |
| DES MOINES, IA | | |
| DES MOINES INTL (DSM) | HS 1 | From Twy B, turn on Twy D to access all rwys. |
| | HS 2 | Center twy complex and int rwys, use extreme caution. |
| | HS 3 | The apch end of Rwy 05 at Twy P has limited visibility from the twr. |
| | HS 4 | ATCT restricted visibility at Iowa Air National Guard complex. |
| DUBUQUE, IA | | |
| DUBUQUE RGNL (DBQ) | HS 1 | Apch ends of rwys in close proximity. |
| | HS 2 | Rwy 13-31 in close proximity to ramp non-movement area at Twy D. |
| 50DT D0D05 14 | HS 3 | Rwy 13-31 in close proximity to ramp non-movement area at Twy C. |
| FORT DODGE, IA | HS 1 | let on true instance to make |
| FORT DODGE RGNL (FOD) | пот | Int on twy just prior to rwys. |
| FORT LEONARD WOOD, MO | | |
| WAYNESVILLE-ST. ROBERT | | |
| RGNL FORNEY FLD (TBN) | HS 1 | Single twy access to rwy. Frequent back-taxi ops. |
| | | |
| JEFFERSON CITY, MO | | |
| JEFFERSON CITY | | |
| MEMORIAL (JEF) | HS 1 | Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27. |
| | HS 2 | Twy B at Rwy 27 holding position marking. |
| JOPLIN, MO | | |
| JOPLIN RGNL (JLN) | HS 1 | Complex twy/rwy int. |
| | HS 2 | Ramp exit in close proximity to rwy. |
| KANSAS CITY, MO | | |
| CHARLES B. WHEELER | 110.4 | Turn Clint with Durn 00 04 |
| DOWNTOWN (MKC) | HS 1 HS 2 | Twy G int with Rwy 03-21. |
| | HS 3 | Holding short between Rwy 01-19 and Rwy 03-21. Confusing twy int. |
| | 1100 | Contracting tray into |
| | | |

23 SEP 2010 to 21 OCT 2010

CITY/AIRPORT

ST LOUIS, MO

SPRINGFIELD-BRANSON

KANSAS CITY, MO KANSAS CITY INTL (MCI)

(CONTINUED)

HOT SPOTS

HOT SPOT

HS 1

HS 2

HS 2

DESCRIPTION*

Busy vehicle service road crosses Twy G east of Twy B.

Twy E and Twy F int with Rwy 09-27.

| | HS 3 | Twy C and Twy D int with Rwy 01R-19L. |
|--------------------------|------|---------------------------------------|
| | HS 4 | Twy B2 crosses service road. |
| KIRKSVILLE, MO | | |
| KIRKSVILLE RGNL (IRK) | HS 1 | Turf rwy taxi route via Rwy 18-36. |
| | | |
| MASON CITY, IA | | |
| MASON CITY MUNI (MCW) | HS 1 | Twy leads to multiple rwys. |
| | | |
| ST JOSEPH, MO | | |
| ROSECRANS MEMORIAL (STJ) | HS 1 | Ramp in close proximity to rwy. |

Closely located rwys.

HS 3 Back taxi required for full length Rwv 13. ST LOUIS, MO LAMBERT-ST LOUIS INTL (STL) HS₁ Twy D at int with Twy L in close proximity to Rwy 12R-30L. HS 2 Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twv T to Rwv 29 and Twv A to Rwv 06.

HS 3 Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S. ST LOUIS/SPIRIT OF ST LOUIS (SUS) HS₁ Complex twv int. HS₂ Blind spots on movement area.

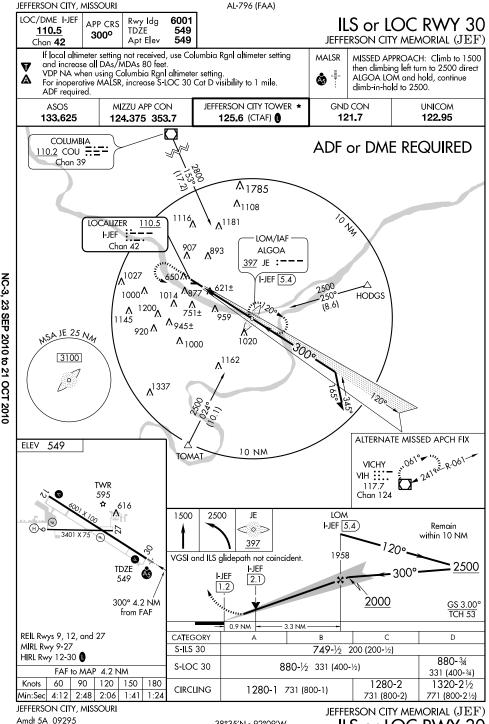
HS 3 Blind spot on movement area. SIOUX CITY, IA SIOUX GATEWAY/ HS₁

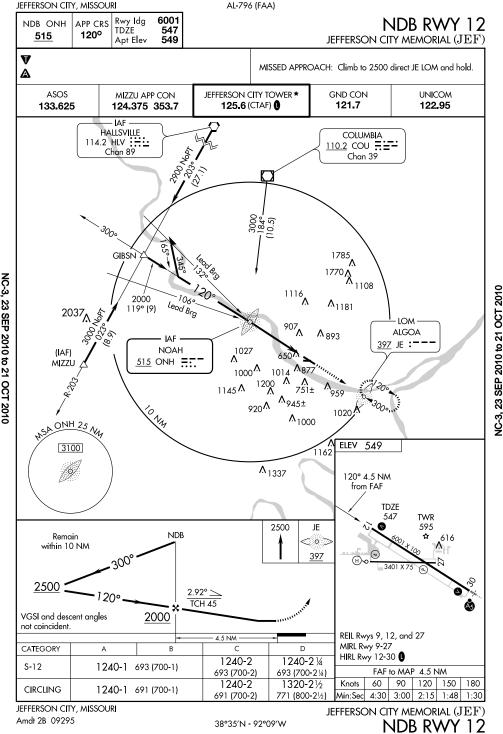
COLONEL BUD DAY FIELD (SUX) Twy B intersects with Rwy 31 and Rwy 35 at the apch end HS 2 Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area. SPRINGFIELD, MO

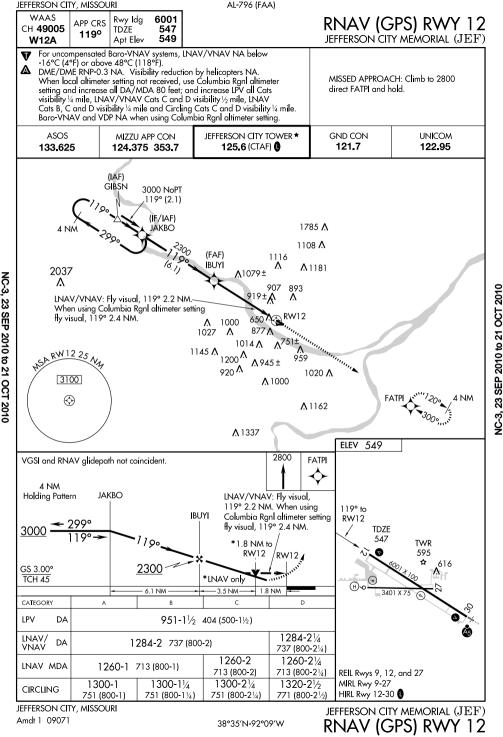
HS₁ NATIONAL (SGF) Twys in close proximity to rwys at unusual angles. HS 2 Ramp exit crosses rwy. HS 3 Twr blind spot on movement area. WATERLOO, IA WATERLOO RGNL (ALO) HS 1 Twy int near rwys.

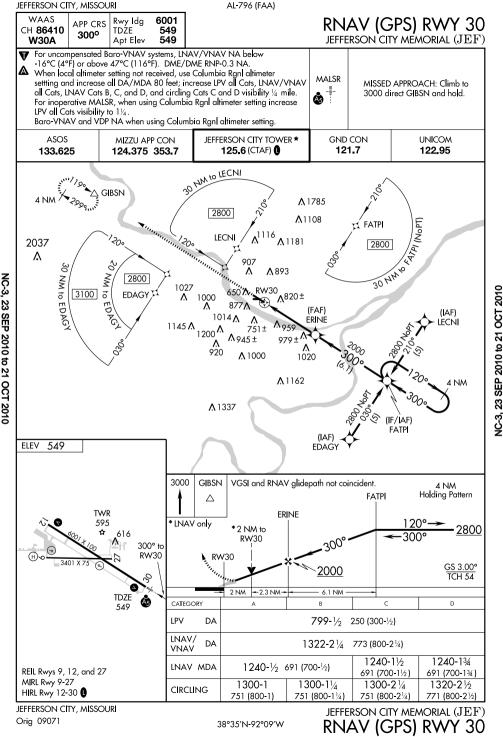
HS 2 Twy leads to multiple rwys. HS 3 Twy crosses rwy immediately after leaving ramp. HS 4 Twy crosses to ANG Hangar and rwy.

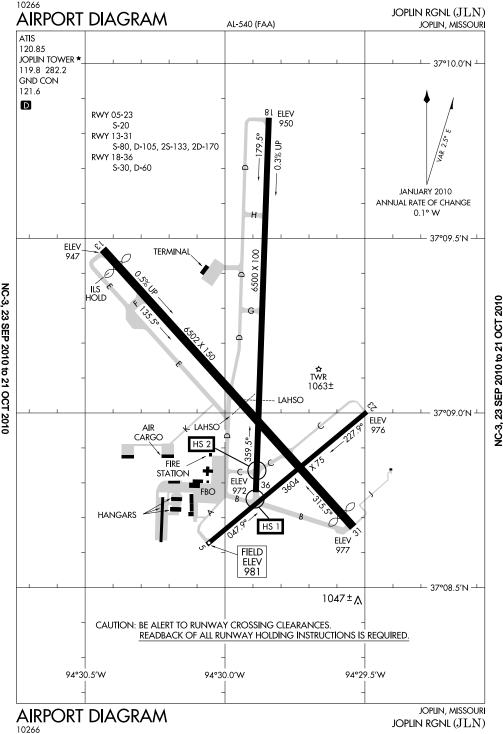
*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information. 10266











MISSOURI

210

RWY 13-31: H6502X150 (ASPH-GRVD) S-80, D-105, 2S-133, 2D-170 RWY 13: MALSF. Thid dsplcd 387'. Tree. RWY 31: ODALS. PAPI(P4L)—GA 3.0° TCH 47'. Thid dspicd 300'.

RWY 18-36: H6500X100 (ASPH) S-30, D-60

RWY 36: PAPI(P4L)-GA 3.0° TCH 45'. RWY 05-23: H3604X75 (ASPH)

DIST AVBL

RWY 18: MALSR. PAPI(P4L)-GA 3.0° TCH 45'. Pole.

RWY 05: Tree. RWY 23: Tree. LAND AND HOLD SHORT OPERATIONS

(JLN)

S4

JOPLIN RGNL

Tree

LANDING

RWY 13 18-36

RWY 18 13 - 31

RWY 31: TORA-6502 TODA-6502

HOLD SHORT POINT

3250 4900 RUNWAY DECLARED DISTANCE INFORMATION RWY 13: TORA-6502 TODA-6502

ASDA-6102 LDA-5802 ASDA-6102 LDA-5802 AIRPORT REMARKS: Attended 1100-0600Z‡, Birds on and invof arpt.

HIRL

0.3% up S

4 N UTC-6(-5DT) N37°09.11' W94°29.90'

FUEL 100LL, JET A OX 2 Class II, ARFF Index A

MIRL

spring and fall. PPR 48 hrs for acft carrying hazardous or explosive cargo, PPR 48 hrs for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 417-623-0262. When twr clsd ACTIVATE MIRL Rwy 05-23, HIRL Rwy 13-31 and Rwy 18-36,

WEATHER DATA SOURCES: ASOS (417)623-8892. LAWRS. COMMUNICATIONS: CTAF 119.8 ATIS 120.85 UNICOM 122.95 RCO 122.6 (COLUMBIA RADIO)

KANSAS CITY CENTER APP/DEP CON 128.6 TOWER 119.8 (1200-0300Z‡) **GND CON 121.6** AIRSPACE: CLASS D svc 1200-0300Z t other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE COU. NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55′ W94°26.14′

LUNNS NDB (LOM) 344 JL N37°12.19′ W94°33.51′

ILS 110.3 I-JLN Rwy 13 LOM LUNNS NDB. Outer marker unmonitored. I-JQX Chan 26 Rwy 18. Class IE. LOC unusable byd 25° W of course blo 2800'. ILS

COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at twr.

KAHOKA MUNI (ØH7) 1 E UTC-6(-5DT) N40°25.30′ W91°42.40′

Residential ¢ a 03 03 Ø MALSR Rwv 18, and MALSF Rwv 13, PAPI Rwv 18 and Rwv 36, PAPI and ODALS Rwv 31—CTAF,

NOTAM FILE COLL RWY 10-28: 2680X115 (TURF)

RWY 10: Thid dspicd 318' Road.

unmonitored 0300-1200Z±.

COMMUNICATIONS: CTAF 122.9

RWY 28: Road.

AIRPORT REMARKS: Unattended, Numerous tall objects within transitional surface along the entire south edge of Rwy

10-28. Rwy 10-28 soft after heavy rains. Call 660-727-3711 for rwy conditions. Use caution during spring and summer months due to farm irrigation system along north rwy edge. Rwy 10-28 from E thld to 800' W of S edge rwy is 1'-2' higher than N edge. Dsplcd thld marked with three large yellow cones on each side of rwy.

KAISER N38°05.80' W92°33.19' NOTAM FILE COU.

NDB (MHW) 377 AIZ at Lee C. Fine Mem. Unmonitored 0100-13007† SHUTDOWN

133° 4 2 NM to fld Unmonitored

NOTAM FILE JLN

0.5% up SE

HIRL

344° 18.8 NM to fld. 1200/7E.

CHICAGO

KANSAS CITY

I-166

KANSAS CITY H-61, L-16F

€3

43

G G €3

(3 (3

IAP. AD

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

| increased risk has been reduced or el | | it spots will remain charted on airport diagrams until such time the |
|---|--------------|--|
| CITY/AIRPORT | HOT SPOT | DESCRIPTION* |
| | | |
| BRANSON, MO | | |
| BRANSON (BBG) | HS 1 | Ramp area exits on to rwy. |
| | HS 2 | Twy turn around at end of rwy. Frequent back taxi operations. |
| CAPE GIRARDEAU, MO | | |
| CAPE GIRARDEAU RGNL (CGI) | HS 1 | Area not visible from the twr. |
| CEDAR RADIRE IA | HS 2 | Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D. |
| CEDAR RAPIDS, IA THE EASTERN IOWA (CID) | HS 1 | Frequent aircraft and vehicle rwy crossings. |
| THE EASTERN IOWA (CID) | HS 2 | Int rwys. |
| | HS 3 | Twy crossing rwy. |
| COLUMBIA, MO | | Thy Globbing Thy. |
| COLUMBIA RGNL (COU) | HS 1 | Confusing twy int. |
| (, , , , , , , , , , , , , , , , , , , | HS 2 | Unusual rwy holding position. |
| | HS 3 | Unusual rwy/rwy holding position. |
| DES MOINES, IA | | |
| DES MOINES INTL (DSM) | HS 1 | From Twy B, turn on Twy D to access all rwys. |
| | HS 2 | Center twy complex and int rwys, use extreme caution. |
| | HS 3 | The apch end of Rwy 05 at Twy P has limited visibility from the twr. |
| | HS 4 | ATCT restricted visibility at Iowa Air National Guard complex. |
| DUBUQUE, IA | | |
| DUBUQUE RGNL (DBQ) | HS 1 | Apch ends of rwys in close proximity. |
| | HS 2 | Rwy 13-31 in close proximity to ramp non-movement area at Twy D. |
| 50DT D0D05 14 | HS 3 | Rwy 13-31 in close proximity to ramp non-movement area at Twy C. |
| FORT DODGE, IA | HS 1 | let on true instance to make |
| FORT DODGE RGNL (FOD) | пот | Int on twy just prior to rwys. |
| FORT LEONARD WOOD, MO | | |
| WAYNESVILLE-ST. ROBERT | | |
| RGNL FORNEY FLD (TBN) | HS 1 | Single twy access to rwy. Frequent back-taxi ops. |
| | | |
| JEFFERSON CITY, MO | | |
| JEFFERSON CITY | | |
| MEMORIAL (JEF) | HS 1 | Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27. |
| | HS 2 | Twy B at Rwy 27 holding position marking. |
| JOPLIN, MO | | |
| JOPLIN RGNL (JLN) | HS 1 | Complex twy/rwy int. |
| | HS 2 | Ramp exit in close proximity to rwy. |
| KANSAS CITY, MO | | |
| CHARLES B. WHEELER | 110.4 | Turn Clint with Durn 00 04 |
| DOWNTOWN (MKC) | HS 1 HS 2 | Twy G int with Rwy 03-21. |
| | HS 3 | Holding short between Rwy 01-19 and Rwy 03-21. Confusing twy int. |
| | 1100 | Contracting tray into |
| | | |

23 SEP 2010 to 21 OCT 2010

CITY/AIRPORT

KANSAS CITY, MO KANSAS CITY INTL (MCI)

SPRINGFIELD-BRANSON

WATERLOO RGNL (ALO)

(CONTINUED)

HOT SPOTS

HOT SPOT

DESCRIPTION*

Busy vehicle service road crosses Twy G east of Twy B.

| | HS 2 | Twy E and Twy F int with Rwy 09-27. |
|-----------------------|------|---------------------------------------|
| | HS 3 | Twy C and Twy D int with Rwy 01R-19L. |
| | HS 4 | Twy B2 crosses service road. |
| KIRKSVILLE, MO | | |
| KIRKSVILLE RGNL (IRK) | HS 1 | Turf rwy taxi route via Rwy 18-36. |
| | | |

MASON CITY IA MASON CITY MUNI (MCW) HS₁ Twy leads to multiple rwys. ST JOSEPH, MO

HS₁

HS₁ Ramp in close proximity to rwy. ROSECRANS MEMORIAL (STJ)

HS 2 Closely located rwys. HS 3 Back taxi required for full length Rwv 13. ST LOUIS, MO LAMBERT-ST LOUIS INTL (STL) HS₁ Twy D at int with Twy L in close proximity to Rwy 12R-30L.

HS₂ Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twv T to Rwv 29 and Twv A to Rwv 06. HS 3 Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.

ST LOUIS, MO ST LOUIS/SPIRIT OF ST LOUIS (SUS) HS₁ Complex twv int. HS₂ Blind spots on movement area. HS 3 Blind spot on movement area.

SIOUX CITY, IA SIOUX GATEWAY/ HS₁

COLONEL BUD DAY FIELD (SUX) Twy B intersects with Rwy 31 and Rwy 35 at the apch end HS 2 Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area. SPRINGFIELD, MO

HS₁ NATIONAL (SGF) Twys in close proximity to rwys at unusual angles. HS 2 Ramp exit crosses rwy. HS 3 Twr blind spot on movement area. WATERLOO, IA

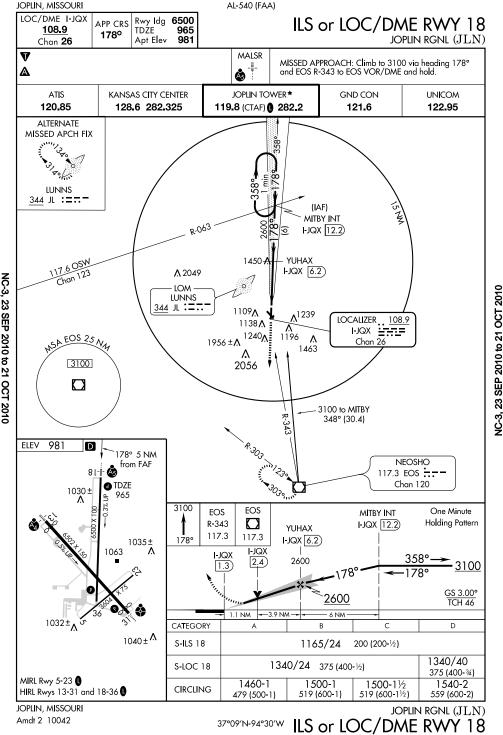
HS 1

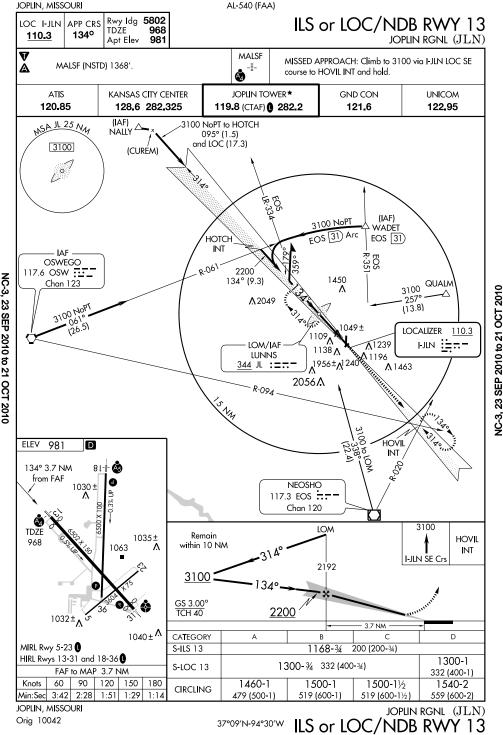
HS 2 Twy leads to multiple rwys. HS 3 Twy crosses rwy immediately after leaving ramp.

HS 4 Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

Twy int near rwys.





4,800 feet

3.650 feet

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned.

The Aeronautical Information Manual contains specific details on hold-short operations and markings.

| The Aeronautical Information Manual contains specifi | ic details on h | old-short operations and m | narkings. |
|--|-----------------|----------------------------|-------------------|
| CITY/AIRPORT | LDG RWY | HOLD-SHORT POINT | MEASURED DISTANCE |
| CEDAR RAPIDS, IA | | | |
| THE EASTERN IOWA (CID) | 09 | 13-31 | 5,800 feet |
| COLUMBIA, MO | | | |
| COLUMBIA RGNL (COU) | 02 | 13-31 | 6,050 feet |
| | 13 | 02-20 | 3,500 feet |
| DES MOINES, IA | | | |
| DES MOINES INTL (DSM) | 05 | 13-31 | 6,350 feet |
| | 13 | 05-23 | 5,950 feet |
| DUBUQUE, IA | | | |
| DUBUQUE RGNL (DBQ) | 31 | 18-36 | 4,800 feet |
| | 36 | 13-31 | 4,900 feet |
| JOPLIN, MO | | | |
| JOPLIN RGNL (JLN) | 13 | 18-36 | 3,250 feet |
| | 18 | 13-31 | 4,900 feet |
| KANSAS CITY, MO | | | |
| CHARLES B. WHEELER DOWNTOWN (MKC) | 19 | 03-21 | 3,850 feet |
| SIOUX CITY, IA | | | |
| SIOUX GATEWAY/COL. BUD DAY FIELD (SUX) | 13 | 17-35 | 5,400 feet |
| | 17 | 13-31 | 5,650 feet |
| SPRINGFIELD, MO | | | |
| SPRINGFIELD-BRANSON NATIONAL (SGF) | 14 | 02-20 | 6,200 feet |
| | 20 | 14-32 | 4,550 feet |
| WATERLOO, IA | | | |
| WATERLOO RGNL (ALO) | 06 | 12-30 | 3,900 feet |
| | 12 | 06-24 | 6,100 feet |
| | 18 | 06-24 | 4,850 feet |
| | 24 | 18-36 | 3,950 feet |
| | | | |

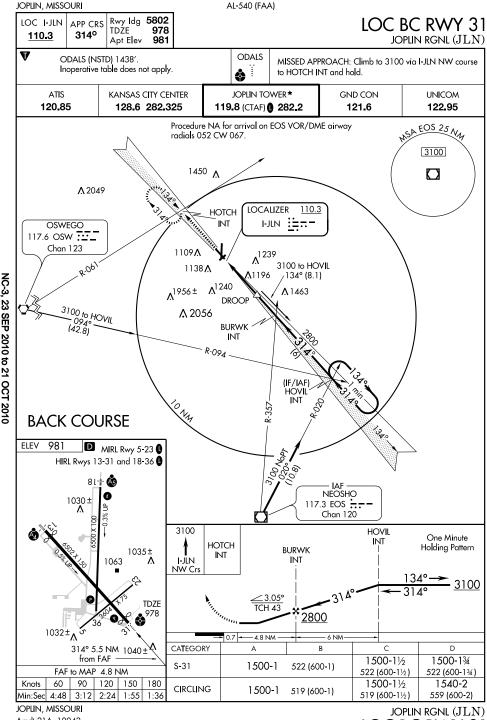
30

36

18-36

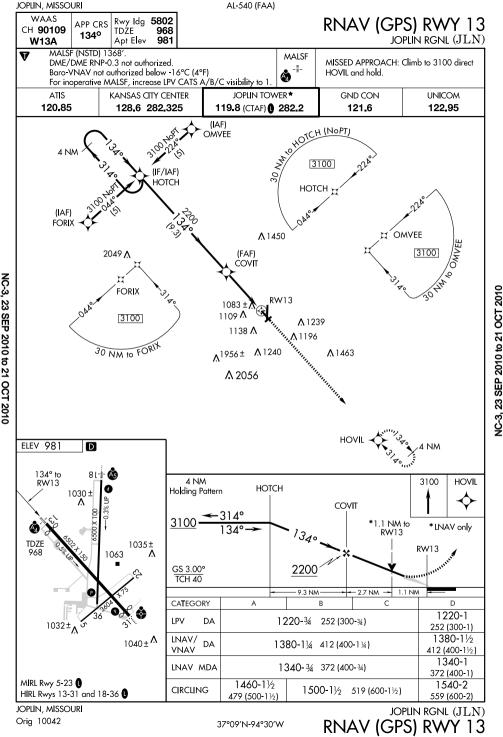
12-30

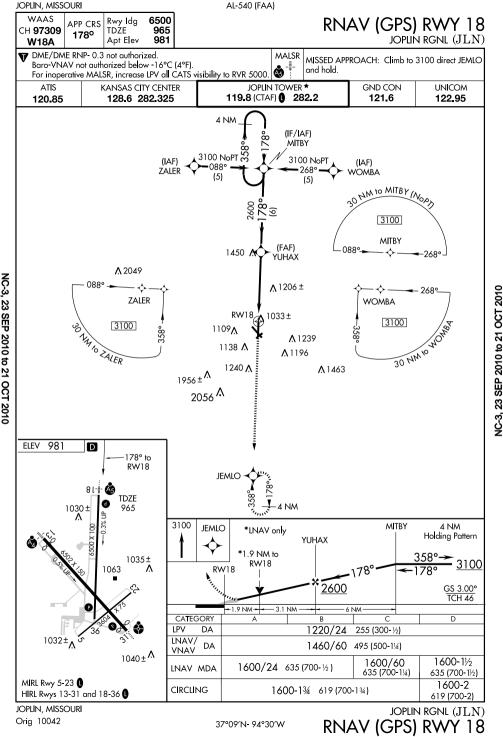
23 SEP 2010 to 21 OCT 2010

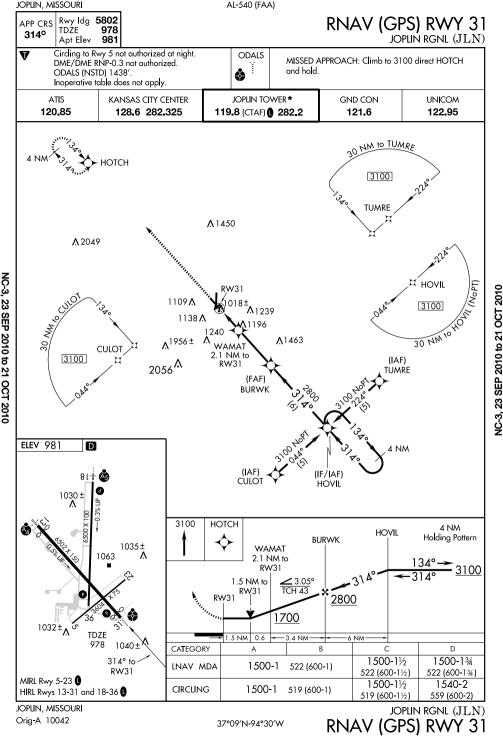


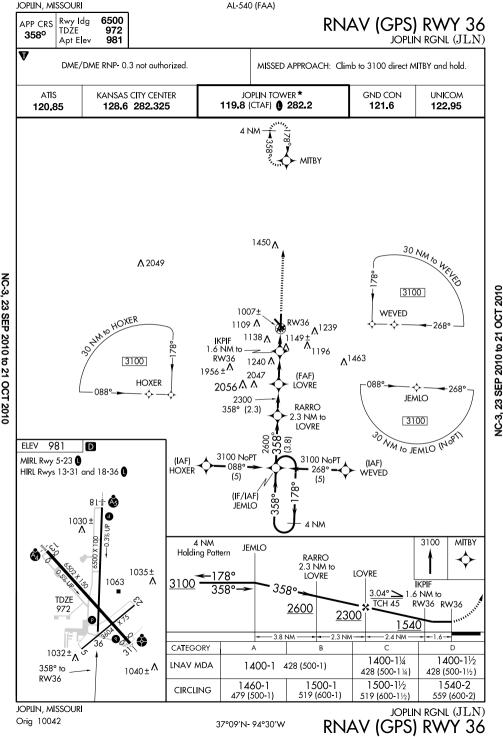
Amdt 21A 10042

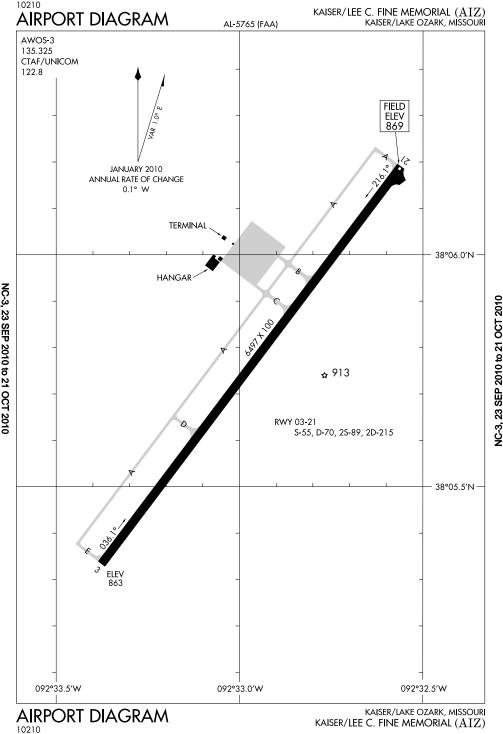
LOC BC **RWY 31**











MIRL

æ`

a G G

Œ

€3

ß

€3

€3

KAISER (LAKE OZARK)

(AIZ)

RWY 03: VASI(V4L)-GA 3.0° TCH 55'. Trees.

RWY 21: VASI(V4L)-GA 3.0° TCH 42'. Trees. AIRPORT REMARKS: Attended Oct-Apr 1400-0000Z‡, May-Sep

LEE C FINE MEM

21—CTAF

KAISER NDB (MHW) 377

ILS/DME 111.5 I-AIZ

869

Mon-Wed 1400-0000Z‡, Thu-Sun 1400-0200Z‡, Birds on and invof arpt. Arpt in state park, Rwy 03-21 various areas with grass and weeds growing in cracks. Banner towing on weekends from

FIIFI 100LL IFT A NOTAM FILE AIZ

RWY 03-21: H6497X100 (ASPH-AFSC) S-55, D-70, 2S-89, 2D-215

May-Sep. Parallel twy and Rwy 21 turnaround limited to acft weighing only 12,500 lbs or less. Acft over 12,500 lbs use Twys B and C only. ACTIVATE MIRL Rwy 03-21 and VASI Rwy 03 and Rwy

Chan 21

Rwv 21 LOC only

3 SE UTC-6(-5DT) N38°05.76′ W92°32.97′

WEATHER DATA SOURCES: AWOS-3 135.325 (573) 348-0847. COMMUNICATIONS: CTAF/UNICOM 122.8 (R) MIZZU APP/DEP CON 124.1

RADIO AIDS TO NAVIGATION: NOTAM FILE COLL SUNSHINE (L) VORW/DME 108.4

SHY

N38°05.80′ W92°33.19′ at fld.

N38°02.44'

to Kansas City Intl. 1017/5E.

LOC

unmonitored 0100-1300Z‡.

Unmonitored 0100-1300Z‡. SHUTDOWN

W92°36.15' 032° 4.2 NM to fld. 910/5E.

AIZ

Chan 21

KANSAS CITY N39°17.12′ W94°44.22′ NOTAM FILE MCI. (H) VORTAC 113.25 MCI Chan 79Y 051° 1 3 NM RCO 122.65 122.1R. 113.25T (COLUMBIA RADIO)

KANSAS CITY H-5C, L-10J, A

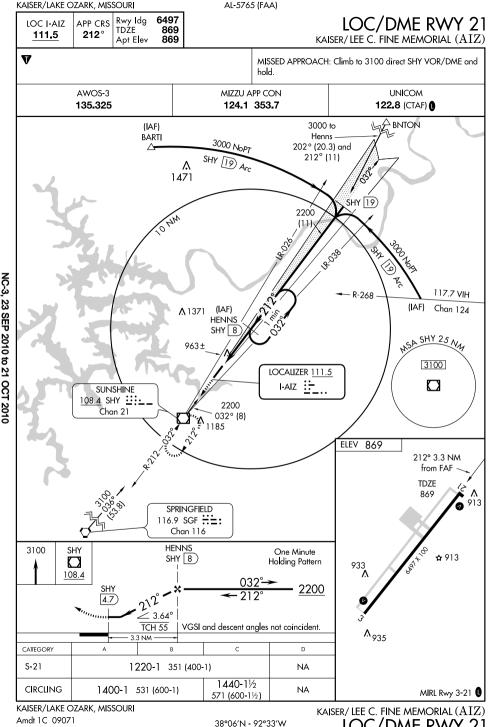
KANSAS CITY

H-5D. L-16G

IAP, AD

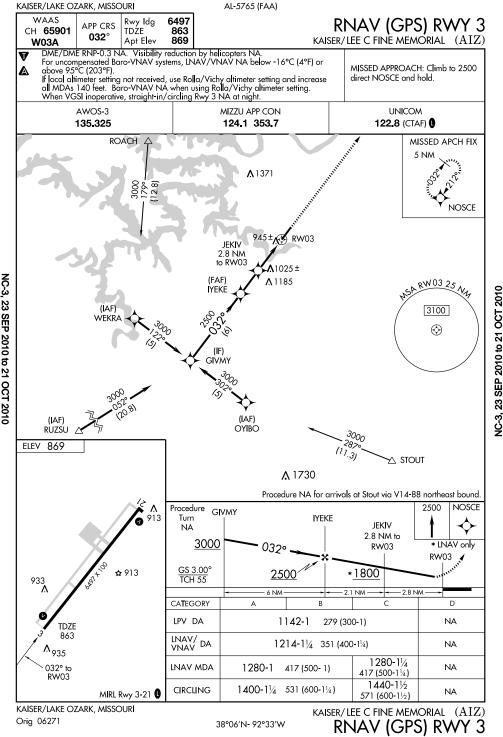
(3 (3

€3



Amdt 1C 09071

LOC/DME RWY 21



NC-3, 23 SEP 2010 to 21 OCT 2010

Amdt 6 06271

or RV

10266

(P)

CINC DEL 135.7

015° 4.9 NM to fld.

051° 1.3 NM

1017/5E.

HIWAS.

KANSAS CITY

IAP. AD

H-5C. L-10J. A

HIRL CL

KANSAS CITY INTL (MCI) 15 NW UTC-6(-5DT) N39°17.86′ W94°42.84′ 1026 B FUEL 100LL, JET A LRA Class I, ARFF Index C NOTAM FILE MCI

RWY 01L-19R: H10801X150 (CONC-GRVD) S-75, D-204, 2S-175, 2D-400, 2D/2D2-450 RWY 01L: MALSR, TDZL, PAPI(P4L)—GA 3.0° TCH 71', 0.3% down.

RWY 19R: ALSF2, TDZL, PAPI(P4R)-GA 3.0° TCH 69', Rgt tfc. 0.3% up.

RWY 01R-19L: H9500X150 (CONC-GRVD) S-75, D-204, 2S-175. 2D-400, 2D/2D2-450 HIRL CL

RWY 01R: ALSF2. TDZL. PAPI(P4R)-GA 3.0° TCH 74'.

RWY 19L: MALSR, TDZL. 0.6% up.

RWY 09-27: H9500X150 (ASPH-GRVD)

S-75, D-125, 2S-159, 2D-180, 2D/2D2-260 HIRL

RWY 09: MALSR.

RWY 27: MALSR, PAPI(P4L)—GA 3.0° TCH 72', Rgt tfc.

AIRPORT REMARKS: Attended continuously. Ctl twr has limited visibility

on numerous gates at all 3 terminals. Waterfowl on and invof arpt. Covote on and invof arpt. Windshear alert system on arpt.

Pushback clearance required at gates 45 thru 52 in terminal B. and gates 72, 73 and 76 in terminal C, pushback from these

gates enters Twy D. Noise abatement procedures in effect 0400-1200Z‡ with landing on Rwys 01L and 19L; takeoffs on Rwys 01R and 19R. When using hi-speed exits C5 and C6

continue until first parallel twy and use extreme caution when turning in excess of 90 degrees. PPR to park at airline gates ctc respective airline. No acft parking on postal apron. Flight Notification Service (ADCUS) avbl at gate 90. Military acft may be charged ramp/parking fees. NOTE: See Special Notices—Continuous Power Facilities. WEATHER DATA SOURCES: ASOS (816) 243-6415, HIWAS 113,25 MCI, LLWAS,

COMMUNICATIONS: D-ATIS 128.375 (816) 329-2725 **IINICOM** 122 95

RCO 122.65 122.1R 113.25T (COLUMBIA RADIO)

(R) APP CON 120.95

INTERNATIONAL TOWER 128.2 125.75 GND CON 121.8 121.65

(R) DEP CON 124.7 (191°-009°) 123.95 (010°-190°)

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE MCL

DOTTE NDB (MHW/LOM) 359

ILS/DME 110.75 I-PVL

(H) VORTAC 113.25 MCI Chan 79Y N39°17.12′ W94°44.22′

N39°13.25′ W94°45.00′ RN N39°18.12' W94°51.07' 087° 6.4 NM to fld. Unmonitored. HUGGY NDB (LOM) 416

DY N39°23.22′ W94°40.62′ 193° 5.6 NM to fld. LEXEY NDB (LOM) 275

Chan 44(Y) Rwy 01R.

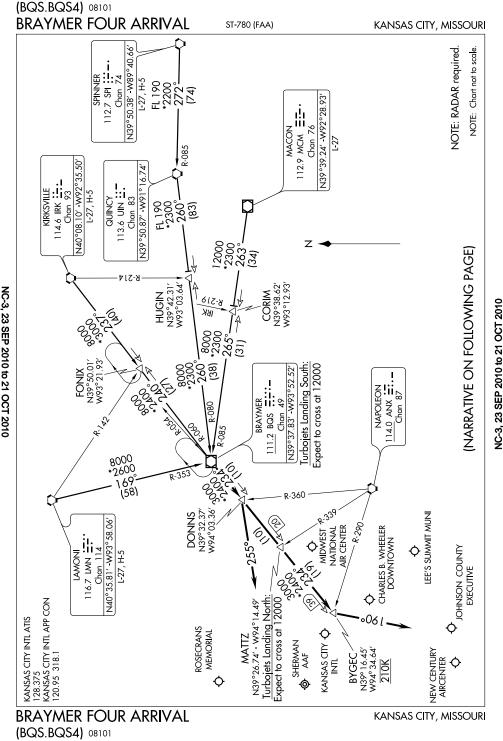
ILS/DME 109.7 I-RNI Chan 34 Rwy 09. Class IB. LOM HUGGY NDB. LOM unmonitored.

ILS 110.5 I-DOT Rwy 01L. LOM DOTTE NDB. ILS/DME 109.1 I-PAJ Chan 28 Rwv 19R. Class IIIE.

DO

I-DYH IIS 109 55 Rwv 19L. Class IE. LOM LEXEY NDB.

ILS/DME 109.7 I-UQY Chan 34 Rwy 27. Class IE. LOC only.



ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via

BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

<u>ALL OTHER AIRPORTS:</u> From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

(CHIEF3.MCI) 07298 KANSAS CITY INTL (MCI) CHIEF THREE DEPARTURE SL-780 (FAA) KANSAS CITY, MISSOURI ATIS 128.375 CLNC DEL 135.7 KANSAS CITY DEP CON TONCE 124.7 284.7 N40°16.94′ W94°37.39′ **JTHRO** PAWNEE CITY N40°00.10′ 112.4 PWE :== W93°49.99' Chan 71 40°0° **JDOGG** N39°57.00′ R-08.5 W94°39.69′ R-100 ST. JOSEPH CAYKO 115.5 STJ ∺ N39°45.82' Chan 102 W94°08.19' N39°57.63′- W94°55.51′ L-10. H-5 180 8000 *3100 266 (66) KANSAS CITY 113.25 MCI ₹. Chan 79 (Y) $\triangle \overline{A}$

V

CATTS N39°18.19′ W96°09.23' L-10, H-5

NC-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

N39°17.12′- W94°44.22′

NOTE: Chart not to scale.

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

CHIEF THREE DEPARTURE (CHIEF3.MCI) 07298

KANSAS CITY, MISSOURI KANSAS CITY INTL (MCI)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

| increased risk has been reduced or eliminated. | | | | |
|--|--------------|--|--|--|
| CITY/AIRPORT | HOT SPOT | DESCRIPTION* | | |
| BRANSON, MO | | | | |
| BRANSON (BBG) | HS 1 | Ramp area exits on to rwy. | | |
| | HS 2 | Twy turn around at end of rwy. Frequent back taxi operations. | | |
| CAPE GIRARDEAU, MO | | | | |
| CAPE GIRARDEAU RGNL (CGI) | HS 1 | Area not visible from the twr. | | |
| | HS 2 | Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D. | | |
| CEDAR RAPIDS, IA | | | | |
| THE EASTERN IOWA (CID) | HS 1 HS 2 | Frequent aircraft and vehicle rwy crossings. | | |
| | = | Int rwys. | | |
| COLLINADIA MO | HS 3 | Twy crossing rwy. | | |
| COLUMBIA, MO | HS 1 | Confusing two int | | |
| COLUMBIA RGNL (COU) | HS 2 | Confusing twy int. Unusual rwy holding position. | | |
| | HS 3 | Unusual rwy/rwy holding position. | | |
| DES MOINES, IA | 110 3 | Offusual rwy/rwy floiding position. | | |
| DES MOINES INTL (DSM) | HS 1 | From Twy B, turn on Twy D to access all rwys. | | |
| DEG MONTE (BOM) | HS 2 | Center twy complex and int rwys, use extreme caution. | | |
| | HS 3 | The apch end of Rwy 05 at Twy P has limited visibility from the twr. | | |
| | HS 4 | ATCT restricted visibility at Iowa Air National Guard complex. | | |
| DUBUQUE, IA | | | | |
| DUBUQUE RGNL (DBQ) | HS 1 | Apch ends of rwys in close proximity. | | |
| , , | HS 2 | Rwy 13-31 in close proximity to ramp non-movement area at Twy D. | | |
| | HS 3 | Rwy 13-31 in close proximity to ramp non-movement area at Twy C. | | |
| FORT DODGE, IA | | | | |
| FORT DODGE RGNL (FOD) | HS 1 | Int on twy just prior to rwys. | | |
| FORT LEONARD WOOD, MO | | | | |
| WAYNESVILLE-ST. ROBERT | | | | |
| RGNL FORNEY FLD (TBN) | HS 1 | Single twy access to rwy. Frequent back-taxi ops. | | |
| | | enigle try access to try. Troquent such tax oper | | |
| JEFFERSON CITY, MO | | | | |
| JEFFERSON CITY | | | | |
| MEMORIAL (JEF) | HS 1 | Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27. | | |
| | HS 2 | Twy B at Rwy 27 holding position marking. | | |
| JOPLIN, MO | | | | |
| JOPLIN RGNL (JLN) | HS 1 | Complex twy/rwy int. | | |
| | HS 2 | Ramp exit in close proximity to rwy. | | |
| KANSAS CITY, MO | | | | |
| CHARLES B. WHEELER | | | | |
| DOWNTOWN (MKC) | HS 1 | Twy G int with Rwy 03-21. | | |
| | HS 2 | Holding short between Rwy 01-19 and Rwy 03-21. | | |
| | HS 3 | Confusing twy int. | | |
| | | | | |

23 SEP 2010 to 21 OCT 2010

CITY/AIRPORT

KANSAS CITY, MO KANSAS CITY INTL (MCI)

SPRINGFIELD-BRANSON

WATERLOO RGNL (ALO)

(CONTINUED)

HOT SPOTS

HOT SPOT

DESCRIPTION*

Busy vehicle service road crosses Twy G east of Twy B.

| | HS 2 | Twy E and Twy F int with Rwy 09-27. |
|-----------------------|------|---------------------------------------|
| | HS 3 | Twy C and Twy D int with Rwy 01R-19L. |
| | HS 4 | Twy B2 crosses service road. |
| KIRKSVILLE, MO | | |
| KIRKSVILLE RGNL (IRK) | HS 1 | Turf rwy taxi route via Rwy 18-36. |
| | | |

MASON CITY IA MASON CITY MUNI (MCW) HS₁ Twy leads to multiple rwys. ST JOSEPH, MO

HS₁

HS₁ Ramp in close proximity to rwy. ROSECRANS MEMORIAL (STJ)

HS 2 Closely located rwys. HS 3 Back taxi required for full length Rwv 13. ST LOUIS, MO LAMBERT-ST LOUIS INTL (STL) HS₁ Twy D at int with Twy L in close proximity to Rwy 12R-30L.

HS₂ Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twv T to Rwv 29 and Twv A to Rwv 06. HS 3 Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.

ST LOUIS, MO ST LOUIS/SPIRIT OF ST LOUIS (SUS) HS₁ Complex twv int. HS₂ Blind spots on movement area. HS 3 Blind spot on movement area.

SIOUX CITY, IA SIOUX GATEWAY/ HS₁

COLONEL BUD DAY FIELD (SUX) Twy B intersects with Rwy 31 and Rwy 35 at the apch end HS 2 Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area. SPRINGFIELD, MO

HS₁ NATIONAL (SGF) Twys in close proximity to rwys at unusual angles. HS 2 Ramp exit crosses rwy. HS 3 Twr blind spot on movement area. WATERLOO, IA

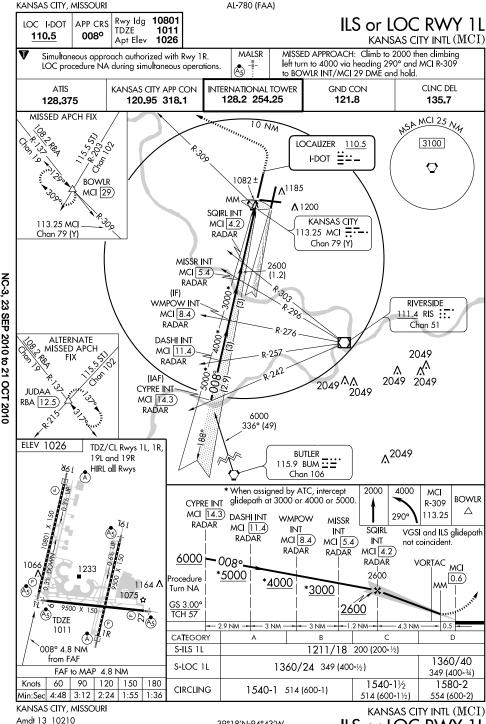
HS 1

HS 2 Twy leads to multiple rwys. HS 3 Twy crosses rwy immediately after leaving ramp.

HS 4 Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

Twy int near rwys.

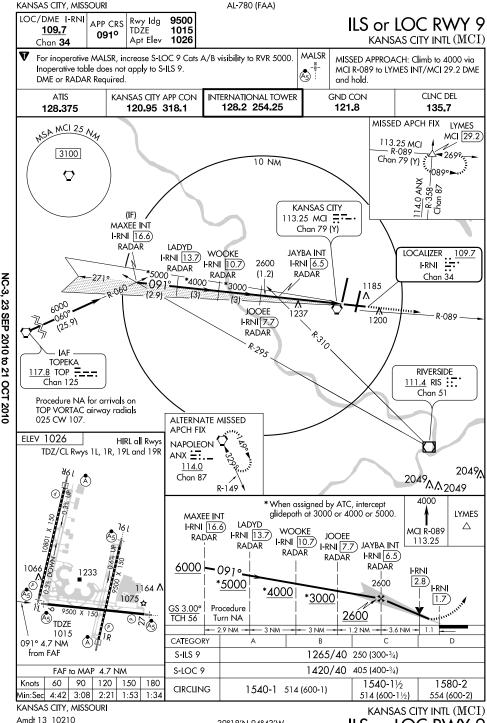


ILS or LOC RW

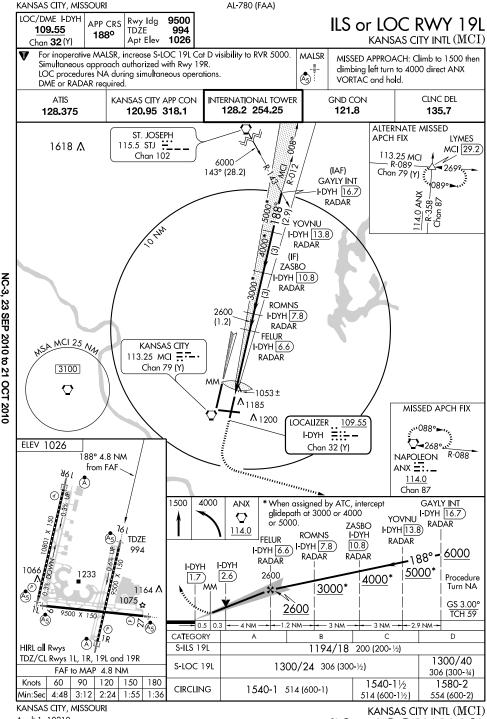
Amdt 3 10210

NC-3, 23 SEP 2010 to 21 OCT 2010

KANSAS CITY INTL (MCI) ILS or LOC



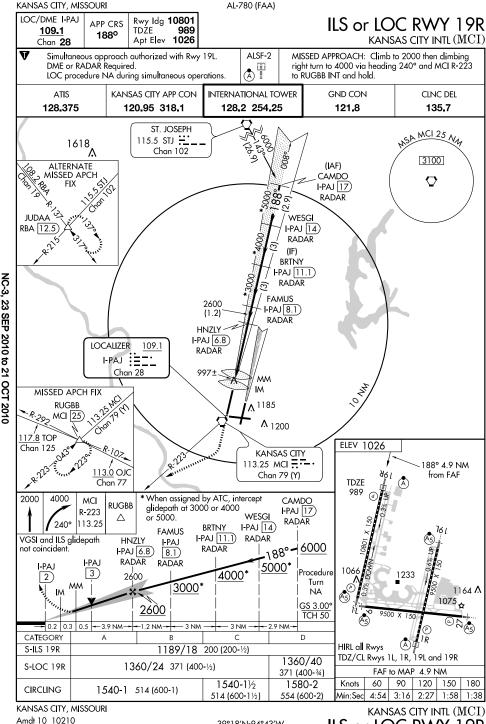
ILS or LOC RWY 9



Amdt 1 10210

လ ငှ

ILS or LOC RWY



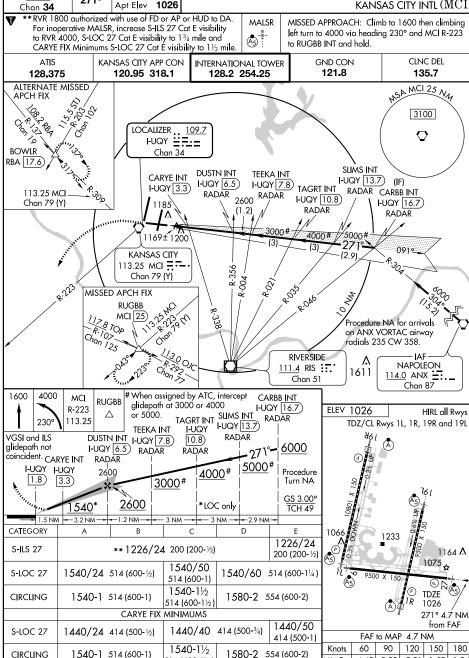
ILS or LOC RW

NC-3, 23 SEP 2010 to 21 OCT 2010

TDŹE

KANSAS CITY INTL (MCI)

VC-3, 23 SEP 2010 to 21 OCT 2010



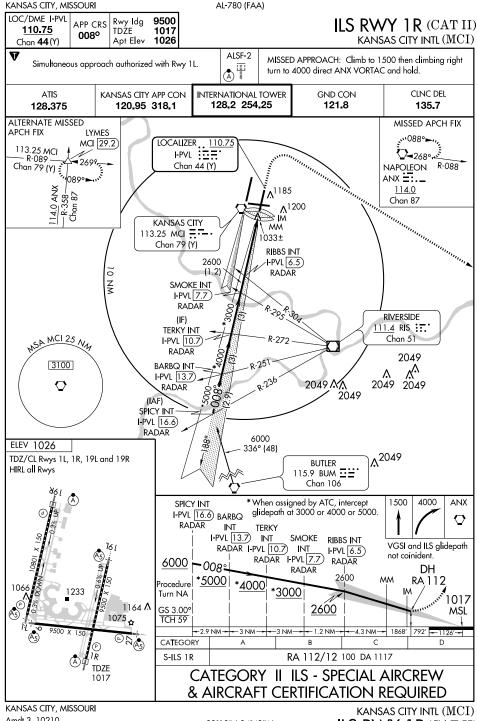
KANSAS CITY, MISSOURI Amdt 2 10210

KANSAS CITY INTL (MCI) ILS or LC

Min:Sec

4:42 3:08 2:21 1:53 1:34

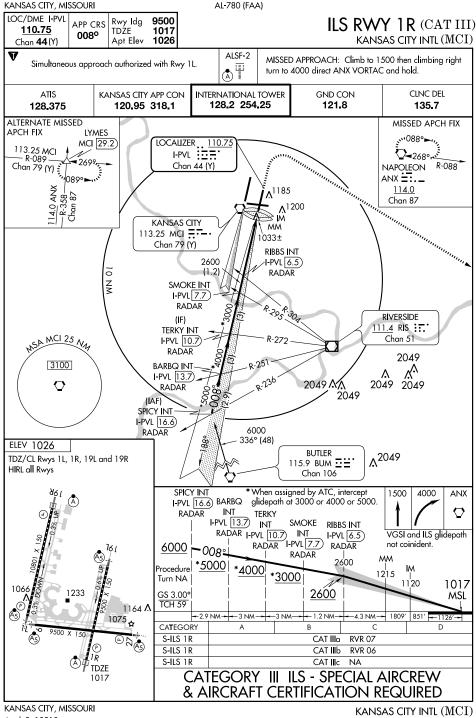
514 (600-1%)



Amdt 3 10210

NC-3, 23 SEP 2010 to 21 OCT 2010

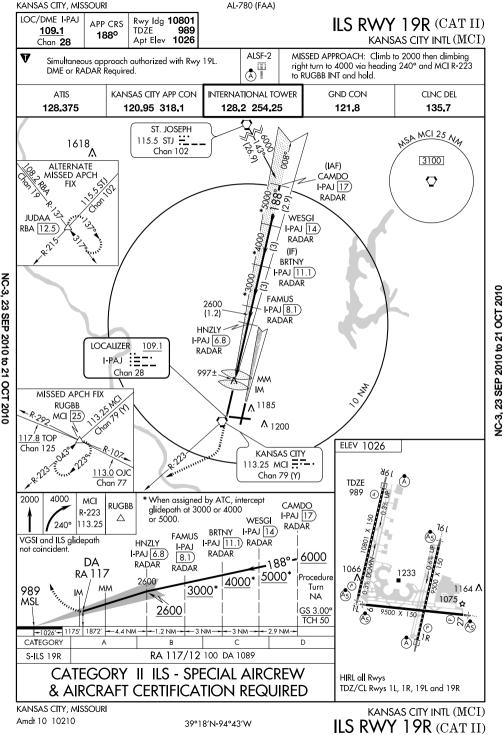
ILS RWY 1R (CAT II)

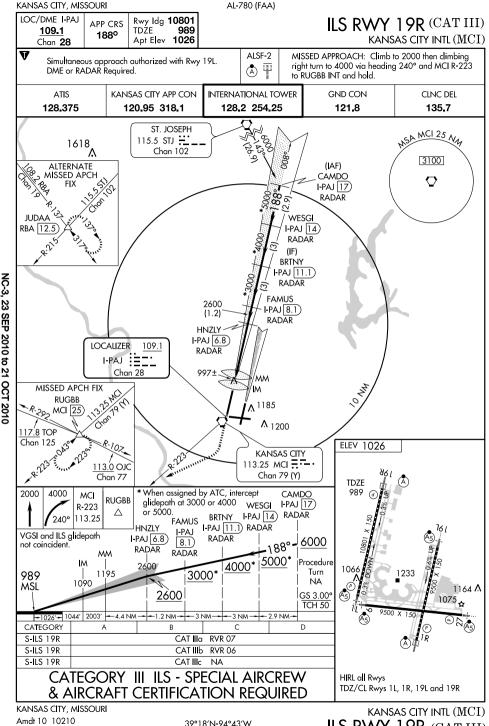


Amdt 3 10210

NC-3, 23 SEP 2010 to 21 OCT 2010

ILS RWY 1R (CAT III)





39°18′N-94°43′W

ILS RWY 19R (CAT III)

(JHAWK.JHAWK6) 08101 ST-780 (FAA) JHAWK SIX ARRIVAL KANSAS CITY, MISSOURI KANSAS CITY INTL ATIS 128.375 KANSAS CITY APP CON 120.95 318.1 ROSECRANS • MEMORIAL KANSAS CITY 113.25 MCI = --Chan 79(Y) MIDWEST SHERMAN NATIONAL AAF **RUGBB** AIR CENTER 💍 N39°00.41′ W95°08.15′ TOPEKA 117.8 TOP Turbojets landing South: KANSAS CITY INTL Chan 125 Expect to cross at 12000 Ó 3/00/3 R-081 NOAHS CHARLES B. WHEELER N 39°10.44′ W 94°53.82′ **DOWNTOWN** LEE'S SUMMIT MUNI 210K 060 3700 JOHNSON COUNTY **EXECUTIVE** NEW CENTURY JOHNSON COUNTY HOOZE **AIRCENTER** N38°53.70′ 113.0 OJC W95°17.66' Chan 77 **JHAWK** N38°48.33′ W95°25.26′ Turbojets landing North: Expect to cross at 12000 **EMPORIA** 112.8 EMP : -Chan 75 N38° 17.47′ W96° 08.29′ L-10-15 3100 002° (71) CHANUTE N37°37.57′ W95°35.61′ L-10-15

JHAWK SIX ARRIVAL

NOTE: RADAR required.

NOTE: Chart not to scale

NC-3, 23 SEP 2010 to 21 OCT 2010

KANSAS CITY, MISSOURI

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 23 SEP 2010 to 21 OCT 2010

(JHAWK.JHAWK6) 08101

NC-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL DESCRIPTION

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....

Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence... Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via handling 0.10°. Thence

heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°.
Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

....Expect radar vectors to final approach course.

(LAKES5.MCI) 09295

SL-780 (FAA)

KANSAS CITY INTL (MCI)

KANSAS CITY, MISSOURI

ST. LOUIS

117.4 STL <u>∷</u>..

Chan 121

VC-3, 23 SEP 2010 to 21 OCT 2010

LAKES FIVE DEPARTURE

ATIS 128.375

CINC DEL 135.7 KANSAS CITY DEP CON 123.95 318.1

SPINNER 112.7 SPI := MACON Chan 74 112.9 MCM **Ξ**Ξ N39 °50.38′ W89 °40.66′ Chan 76 L-27, H-5 KANSAS CITY 8000 *2400 085 R-265 N39°17.12′ W94°44.22′ (82) 15000 1180 **TWAIN** *2800 N39°40.34' 075° W91°26.59′ (155) 2600 H-5 3100 *3000 V12 3100 088° *2600 (60)1000 **FRANC** (32j N39°00.50' W92°51.02 NAPOLEON

COLUMBIA

110.2 COU .::--

N38°48.65′ W92°13.10′ L-27

Chan 39

TAKE-OFF MINIMUMS Rwy 1L, 1R, 9, 19R, 19L, 27: Standard.

TAKE-OFF OBSTACLE NOTES

Rwy 1R: Tree 1653' from DER, 661' left of centerline, 60' AGL/1019' MSL. Rwy 9: Tree 4544' from DER, 638' right of centerline, 100' AGL/1159' MSL.

Rwy 27: Trees beginning 1066' from DER, across centerline, up to 86' AGL/1095' MSL.

NOTE: Chart not to scale NOTE: RADAR required.

NOTE: DME required for TWAIN and SPINNER transitions.

114.0 ANX =: . Chan 87

N39°05.73′ W94°07.73′

NC-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via

COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and

SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC. TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and

SPI R-265 to TWAIN INT.

LAKES FIVE DEPARTURE (LAKES5.MCI) 09295

RACER THREE DEPARTURE

KANSAS CITY INTL (MCI) KANSAS CITY, MISSOURI

SL-780 (FAA)

ATIS 128.375

CLNC DEL 135.7 KANSAS CITY DEP CON

123.95 318.1 (BUTLER/SPRINGFIELD TRANSITION)

124.7 284.7 (DOSOA TRANSITION)

KANSAS CITY 113.25 MCI **....**⋅ Chan 79 (Y) N39°17.12′ W94°44.22′

BUTLER 115.9 BUM **Ξ**≌ Chan 106 N38° 16.33′ W94° 29.29′

DOSOA N38° 10.24′ W95°07.61

H-5

SPRINGFIELD 116.9 SGF **∺≒**:

Chan 116 N37°21.36′ W93°20.04′.

L-16, H-5

L-10-16, H-5

NOTE: Chart not to scale

V

NC-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and

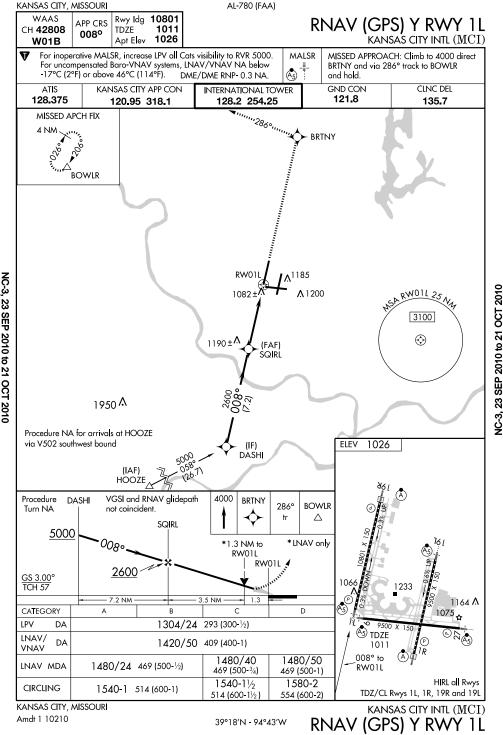
BUM R-342 to BUM VORTAC. DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190

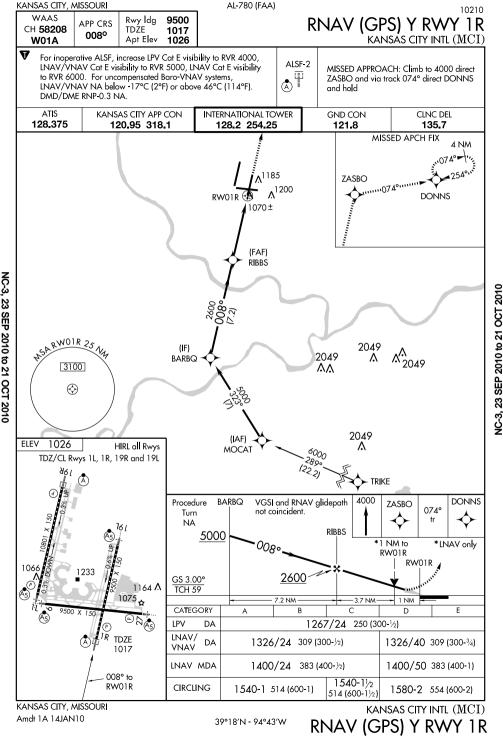
to DOSOA INT.

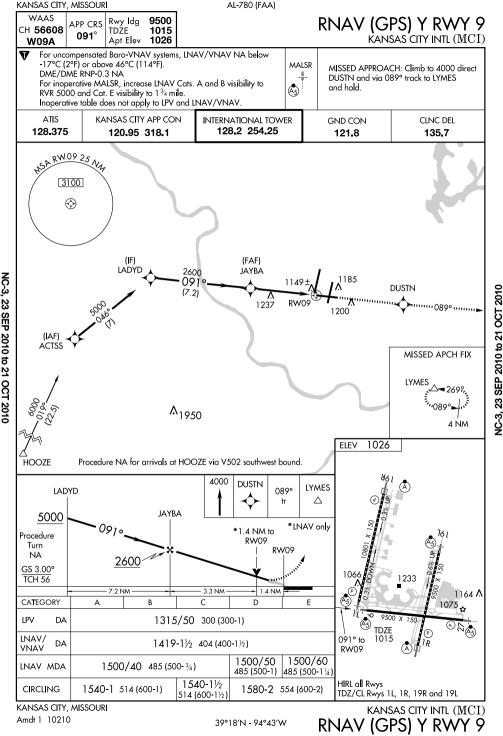
SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI

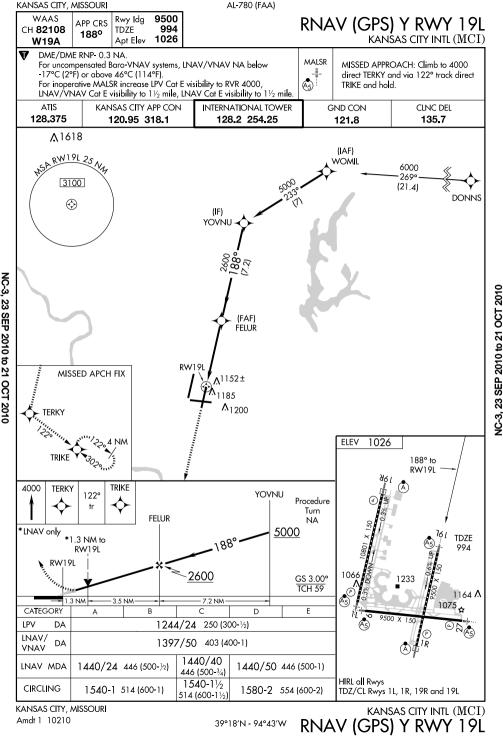
R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

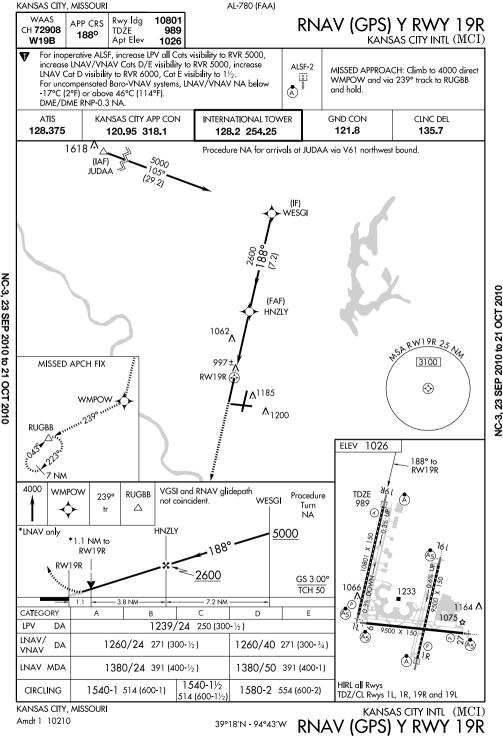
(RACER3.MCI) 07298

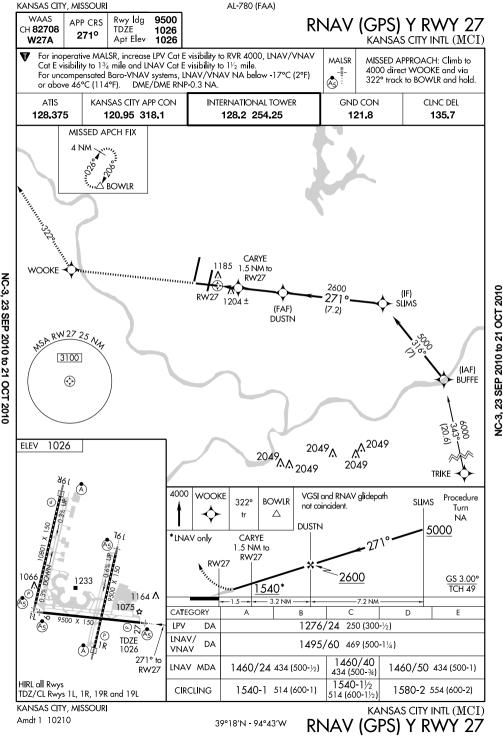


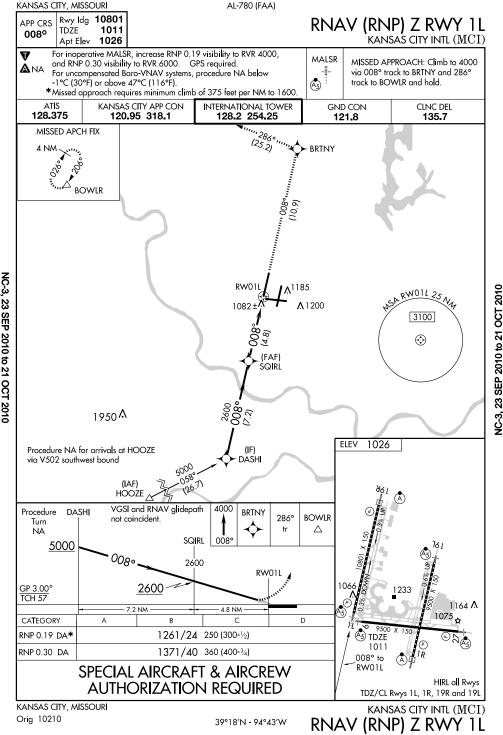


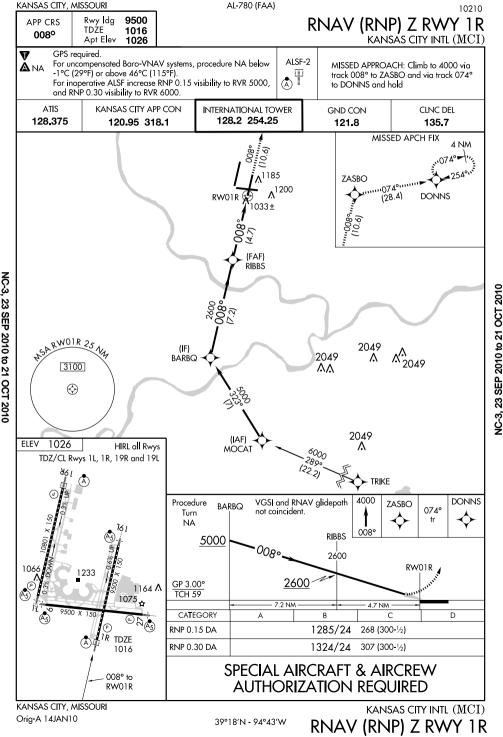


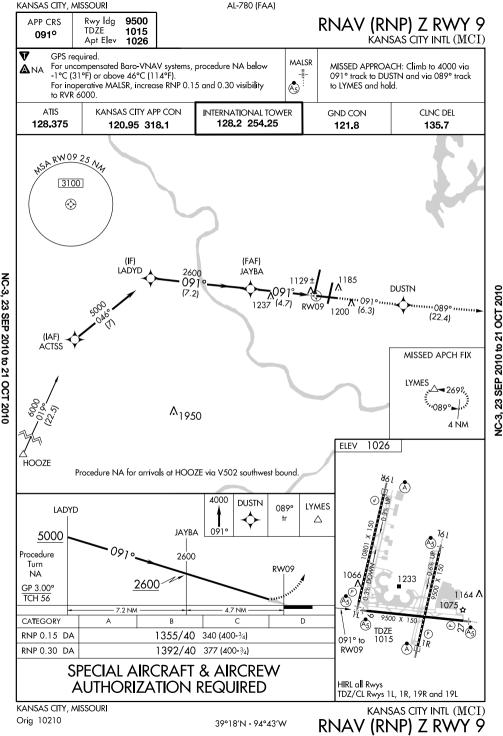


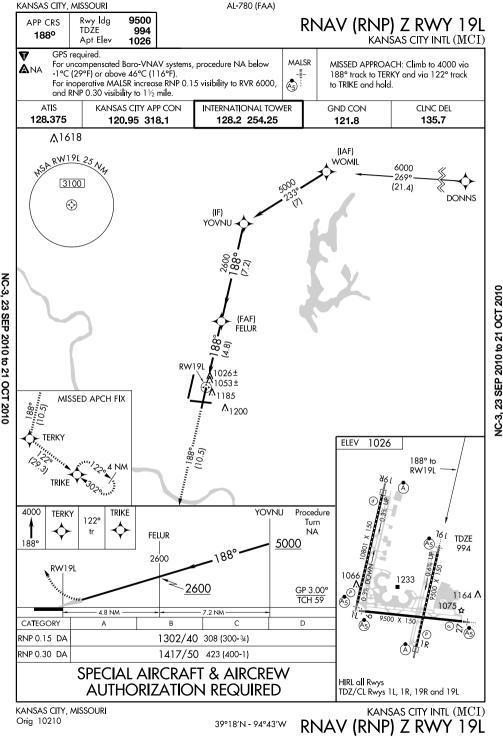


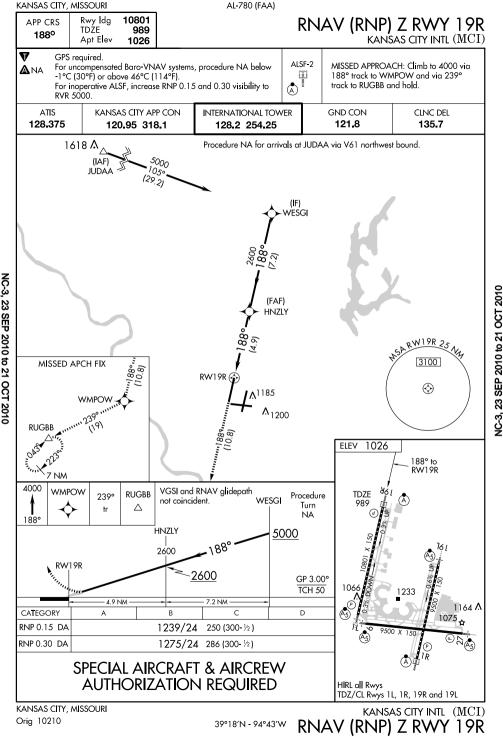


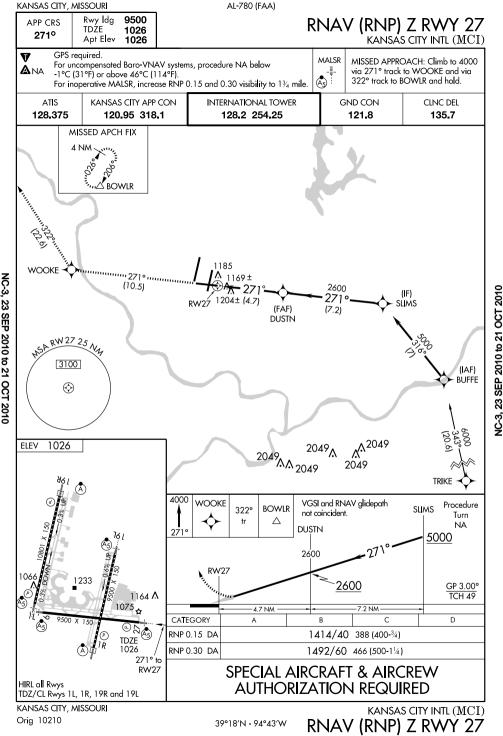












(RBA.RBA3) 08101

KANSAS CITY, MISSOURI



ROBINSON THREE ARRIVAL KANSAS CITY INTL ATIS 128 375 OMAHA KANSAS CITY APP CON FORT DODGE 116.3 OVR :::-120.95 318.1 113.5 FOD :::-Chan 110 Chan 82 N41°10.04′ W95°44.20 N42°36.67′ W94°17.69′ L-10-12, H-5 L-12. H-5 88 KARAA HILDE N40°16.38′ W95°15.39′ N40°15.23′ W95°31.06′ ROBINSON NC-3, 23 SEP 2010 to 21 OCT 2010 R-079 108.2 RBA :-:· Chan 19 N39°51.05′ W95°25.38′ Turbojets Landing South: Expect to cross at 12000 ST. JOSEPH PAWNEE CITY 115.5 STJ <u>:--</u> Chan 102 112.4 PWE :== Chan 71 N40°12.02′ W96°12.38′ **ROSECRANS** L-10, H-5 MEMORIAL JUDAA-N39°41.31′ W95°15.18′ PEGGI N39°34.19 W95°07.75' **MIDWEST** Turbojets Landing North: NATIONAL SHERMAN Expect to cross at 12000 AIR CENTER AAF KANSAS CITY INTL **HUGGY** N39°18.07' CHARLES B. WHEELER W94°51.07′ **DOWNTOWN** 210K LEE'S SUMMIT MUNI NOTE: RADAR required. NOTE: Chart not to scale. **NEW CENTURY** JOHNSON COUNTY (NARRATIVE ON FOLLOWING PAGE)

ROBINSON THREE ARRIVAL

KANSAS CITY, MISSOURI

EXECUTIVE

AIRCENTER 🖒

NC-3, 23 SEP 2010 to 21 OCT 2010

(RBA.RBA3) 08101

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via

heading 110°. Thence....

Rwys 9 27: From over RBA VOR/DME via RBA R-137 to ILIDAA INT. Thence

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT.

Thence...

. . . . Expect radar vector to final approach course.

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

(ROYAL3.MCI) 07074 KANSAS CITY INTL (MCI) **ROYAL THREE DEPARTURE** KANSAS CITY, MISSOURI SL-780 (FAA) ATIS 128.375 CLNC DEL 135.7 KANSAS CITY DEP CON TONCE 124.7 284.7 (TONCE TRANSITION) N40°16.94′ 123.95 318.1 (JTHRO TRANSITION) W94°37.39′ **JTHRO** N40°00.10' 360 W93°49.99′ **JDOGG** N39°57.00′ W94°39.69' R-085 R-100 ST. JOSEPH **CAYKO** 115.5 STJ ∺ N39°45.82' Chan 102 W94°08.19 3600 (40) NC-3, 23 SEP 2010 to 21 OCT 2010 NC-3, 23 SEP 2010 to 21 OCT 2010 KANSAS CITY 113.25 MCI =.-Chan 79(Y) N39°17.12′ W94°44.22′ NOTE: Chart not to scale V DEPARTURE ROUTE DESCRIPTION

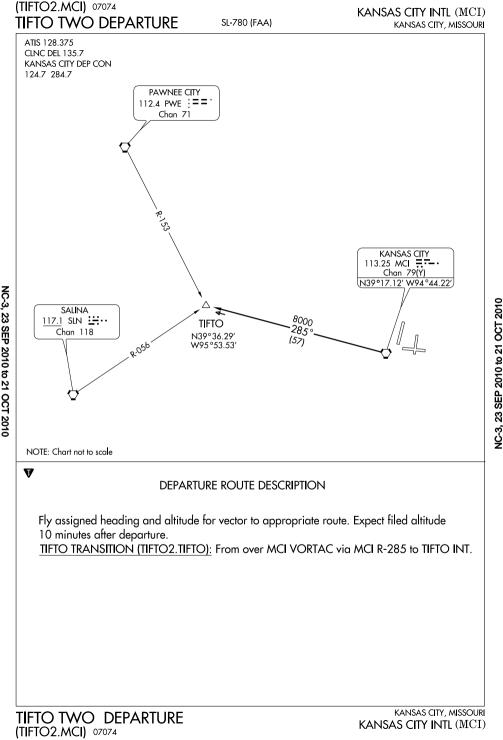
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

ROYAL THREE DEPARTURE (ROYAL3.MCI) 07074

KANSAS CITY, MISSOURI KANSAS CITY INTL (MCI)



TYGER SIX ARRIVAL (TYGER.TYGER6) 08101

ST-780 (FAA)

KANSAS CITY, MISSOURI

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°.

Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence... Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via

heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NOTE: Chart not to scale

NC-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

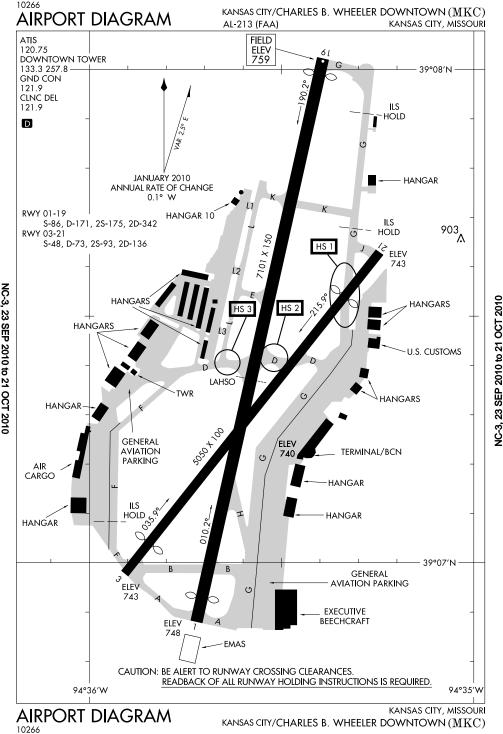
KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

 $\underline{\text{WICHITA TRANSITION (WLDCT2.ICT):}} \ \text{From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.}$

WILDCAT TWO DEPARTURE (WLDCT2.MCI) 07298

KANSAS CITY, MISSOURI KANSAS CITY INTL (MCI) NC-3, 23 SEP 2010 to 21 OCT 2010



212 MISSOURI

KANSAS CITY

CHARLES B. WHEELER DOWNTOWN (MKC) 0 NW UTC-6(-5DT) N39°07.39' W94°35.57' S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LRA Class IV, ARFF Index A

DIST AVRI

ASDA-6101 LDA-5801

ASDA-7101 LDA-6901

I DA-4351

3850

ASDA-5050

KANSAS CITY H-5C, L-10J, A IAP. AD

Rwy 3-21: 5050 X 100 €

Levée

at fld. 740/5E.

RWY 01-19: H7101X150 (CONC) S-86, D-171, 2S-175, 2D-342 HIRI

RWY 01: REIL, VASI(V4L)—GA 3.7° TCH 66', Thid dspicd 300', Tree. RWY 19: MALSE, VASI(V4L)—GA 3.0° TCH 46', Thid dspicd 200'.

Road RWY 03-21: H5050X100 (ASPH-GRVD) S-48, D-73, 2S-93,

2D-136 HIRL.

RWY 03: VASI(V4L)—GA 3.0° TCH 50', Thid dspicd 500', Levee.

RWY 21: REIL. VASI(V4L)—GA 3.3° TCH 57'. Thid dsplcd 699'. Railroad. LAND AND HOLD SHORT OPERATIONS

LANDING HOLD SHORT POINT

RWY 19 0.3 - 21

NOTAM FILE MKC

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA-7101 TODA-7101 TODA-5050 ASDA-5050 LDA-4550

RWY 03: TORA-5050 RWY 19: TORA-7101 TODA-7101 RWY 21: TORA-5050 TODA-5050

ARRESTING GEAR/SYSTEM

RWY 19- FMAS

AIRPORT REMARKS: Attended continuously, 100LL self syc avbl 24 hrs with credit card only, Waterfowl on and invof

arpt. Flocks of pigeons invof departure end of Rwy 03. Crane 98' AGL 3300' S AER Twy 3 daylight hrs Mon-Fri. Category C/D operations not allowed Rwy 03-21. Arpt CLOSED to air carrier ops with more than 30 passenger seats except 24 hr PPR call arpt manager 816-513-0800. Air carrier ops not authorized in excess of 15 minutes before or after scheduled arrival or departure times without prior coordination with arpt manager confirming ARFF avbl prior to landing or takeoff. VFR E traffic pattern Rwy 03-21: departing Rwy 03 right traffic attain traffic pattern altitude prior to turning crosswind. Landing Rwy 21 maintain traffic pattern altitude until

passing N of Missouri river. Sun glare may interfere with sign and pavement markings on E/W twys. Twr has Itd visibility of T-hanger aprons N of Twy D and W of Twy L. Aprons at hangar 6A clsd to air carrier ops. Flight

Notification Service (ADCUS) avbl. WEATHER DATA SOURCES: ASOS (816) 471-2549, LAWRS.

COMMUNICATIONS: ATIS 120.75 (816) 329-2850 IINICOM 122 95

RCO 122.65 (COLUMBIA RADIO) RCO 122.1R 113.25T (COLUMBIA RADIO)

DOWNTOWN RCO 122.6 (COLUMBIA RADIO)

(R) KANSAS CITY APP/DEP CON 118.4

DOWNTOWN TOWER 133.3 GND CON 121.9

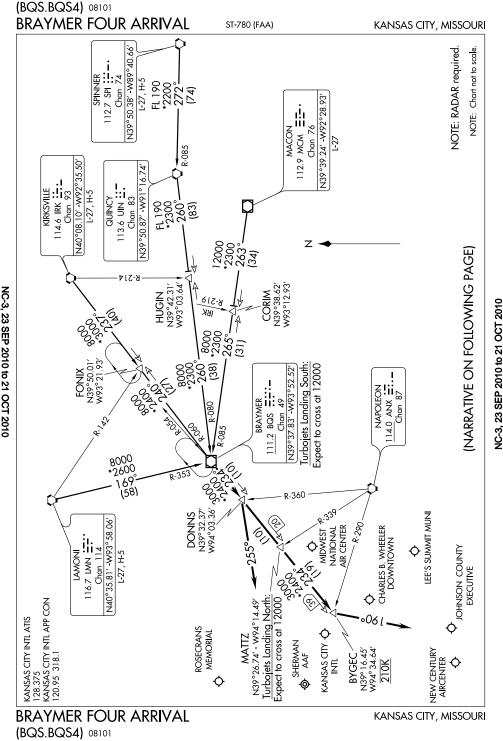
CLNC DEL 121.9 PRE-TAXI CLNC 121.9 RADIO AIDS TO NAVIGATION: NOTAM FILE MKC.

RIVERSIDE (T) VORW/DME 111.4 RIS Chan 51 N39°07.22' W94°35.80' KENZY NDB (LOM) 344 MK N39°13 25' W94°33 86' 188° 6 0 NM to fld

ILS 109.9 Class IE. LOM KENZY NDB. I-MKC Rwy 19

ILS 111.75 I-GQR Rwy 03

COMM/NAV/WEATHER REMARKS: Interference from FM radio station may affect communication in the immediate vicinity of arpt. Freg 121.5 not avbl at twr or FSS.



ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via

BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

<u>ALL OTHER AIRPORTS:</u> From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

NC-3, 23 SEP 2010 to 21 OCT 2010

(CHIEF3.MCI) 07298 KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC) CHIEF THREE DEPARTURE SI-213 (FAA) KANSAS CITY, MISSOURI ATIS 120.75 CLNC DEL TONCE 121.9 N40°16.94′ W94°37.39′ **JTHRO** PAWNEE CITY N40°00.10′ 112.4 PWE :== W93°49.99' Chan 71 40°0° **JDOGG** N39°57.00′ R-08.5 W94°39.69′ R-100 ST. JOSEPH CAYKO 115.5 STJ ∺ N39°45.82' Chan 102 W94°08.19' N39°57.63′- W94°55.51′ L-10. H-5 180 8000 *3100 266 (66) KANSAS CITY 113.25 MCI ₹-Chan 79 (Y) $\triangle \overline{A}$ N39°17.12′- W94°44.22′ CATTS N39°18.19′

V

W96°09.23' L-10, H-5

NC-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

CHIEF THREE DEPARTURE (CHIEF3.MCI) 07298

NOTE: Chart not to scale.

NC-3, 23 SEP 2010 to 21 OCT 2010

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

| increased risk has been reduced or eliminated. | | | | |
|--|--------------|--|--|--|
| CITY/AIRPORT | HOT SPOT | DESCRIPTION* | | |
| BRANSON, MO | | | | |
| BRANSON (BBG) | HS 1 | Ramp area exits on to rwy. | | |
| | HS 2 | Twy turn around at end of rwy. Frequent back taxi operations. | | |
| CAPE GIRARDEAU, MO | | | | |
| CAPE GIRARDEAU RGNL (CGI) | HS 1 | Area not visible from the twr. | | |
| | HS 2 | Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D. | | |
| CEDAR RAPIDS, IA | | | | |
| THE EASTERN IOWA (CID) | HS 1 HS 2 | Frequent aircraft and vehicle rwy crossings. | | |
| | = | Int rwys. | | |
| COLLINADIA MO | HS 3 | Twy crossing rwy. | | |
| COLUMBIA, MO | HS 1 | Confusing two int | | |
| COLUMBIA RGNL (COU) | HS 2 | Confusing twy int. Unusual rwy holding position. | | |
| | HS 3 | Unusual rwy/rwy holding position. | | |
| DES MOINES, IA | 110 0 | Offusual rwy/rwy floiding position. | | |
| DES MOINES INTL (DSM) | HS 1 | From Twy B, turn on Twy D to access all rwys. | | |
| DEG MONTE (BOM) | HS 2 | Center twy complex and int rwys, use extreme caution. | | |
| | HS 3 | The apch end of Rwy 05 at Twy P has limited visibility from the twr. | | |
| | HS 4 | ATCT restricted visibility at Iowa Air National Guard complex. | | |
| DUBUQUE, IA | | | | |
| DUBUQUE RGNL (DBQ) | HS 1 | Apch ends of rwys in close proximity. | | |
| , , | HS 2 | Rwy 13-31 in close proximity to ramp non-movement area at Twy D. | | |
| | HS 3 | Rwy 13-31 in close proximity to ramp non-movement area at Twy C. | | |
| FORT DODGE, IA | | | | |
| FORT DODGE RGNL (FOD) | HS 1 | Int on twy just prior to rwys. | | |
| FORT LEONARD WOOD, MO | | | | |
| WAYNESVILLE-ST. ROBERT | | | | |
| RGNL FORNEY FLD (TBN) | HS 1 | Single twy access to rwy. Frequent back-taxi ops. | | |
| | | enigle try access to try. Troquent such tax oper | | |
| JEFFERSON CITY, MO | | | | |
| JEFFERSON CITY | | | | |
| MEMORIAL (JEF) | HS 1 | Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27. | | |
| | HS 2 | Twy B at Rwy 27 holding position marking. | | |
| JOPLIN, MO | | | | |
| JOPLIN RGNL (JLN) | HS 1 | Complex twy/rwy int. | | |
| | HS 2 | Ramp exit in close proximity to rwy. | | |
| KANSAS CITY, MO | | | | |
| CHARLES B. WHEELER | | | | |
| DOWNTOWN (MKC) | HS 1 | Twy G int with Rwy 03-21. | | |
| | HS 2 | Holding short between Rwy 01-19 and Rwy 03-21. | | |
| | HS 3 | Confusing twy int. | | |
| | | | | |

23 SEP 2010 to 21 OCT 2010

CITY/AIRPORT

ST LOUIS, MO

SPRINGFIELD-BRANSON

KANSAS CITY, MO KANSAS CITY INTL (MCI)

(CONTINUED)

HOT SPOTS

HOT SPOT

HS 1

HS 2

HS 2

DESCRIPTION*

Busy vehicle service road crosses Twy G east of Twy B.

Twy E and Twy F int with Rwy 09-27.

| | HS 3 | Twy C and Twy D int with Rwy 01R-19L. |
|--------------------------|------|---------------------------------------|
| | HS 4 | Twy B2 crosses service road. |
| KIRKSVILLE, MO | | |
| KIRKSVILLE RGNL (IRK) | HS 1 | Turf rwy taxi route via Rwy 18-36. |
| | | |
| MASON CITY, IA | | |
| MASON CITY MUNI (MCW) | HS 1 | Twy leads to multiple rwys. |
| | | |
| ST JOSEPH, MO | | |
| ROSECRANS MEMORIAL (STJ) | HS 1 | Ramp in close proximity to rwy. |

Closely located rwys.

HS 3 Back taxi required for full length Rwv 13. ST LOUIS, MO LAMBERT-ST LOUIS INTL (STL) HS₁ Twy D at int with Twy L in close proximity to Rwy 12R-30L. HS 2 Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twv T to Rwv 29 and Twv A to Rwv 06.

HS 3 Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S. ST LOUIS/SPIRIT OF ST LOUIS (SUS) HS₁ Complex twv int. HS₂ Blind spots on movement area.

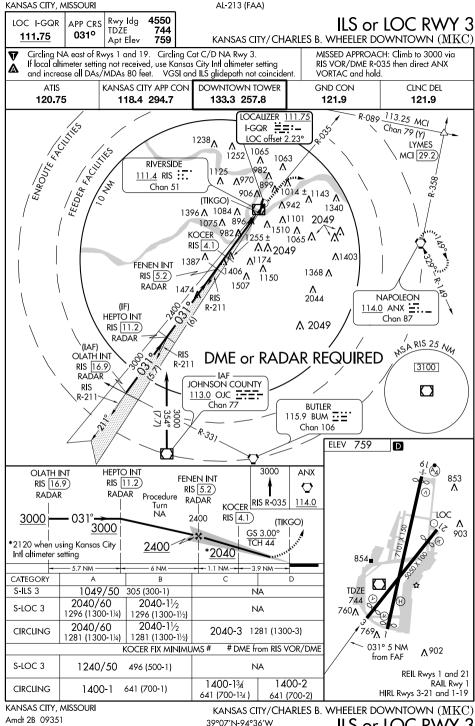
HS 3 Blind spot on movement area. SIOUX CITY, IA SIOUX GATEWAY/ HS₁

COLONEL BUD DAY FIELD (SUX) Twy B intersects with Rwy 31 and Rwy 35 at the apch end HS 2 Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area. SPRINGFIELD, MO

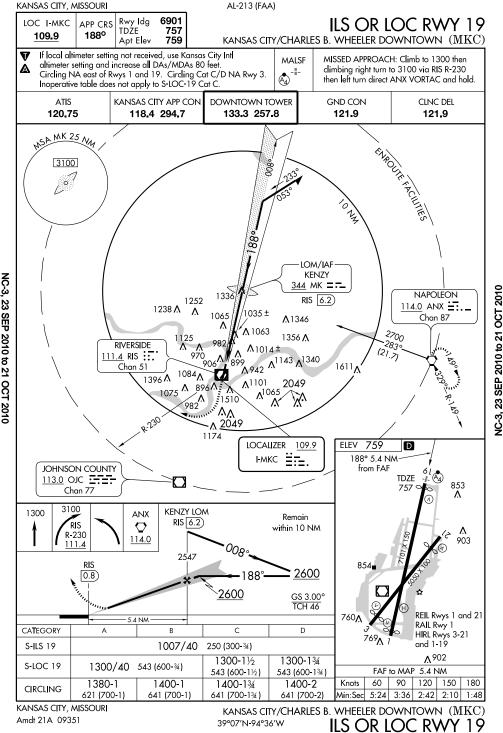
HS₁ NATIONAL (SGF) Twys in close proximity to rwys at unusual angles. HS 2 Ramp exit crosses rwy. HS 3 Twr blind spot on movement area. WATERLOO, IA WATERLOO RGNL (ALO) HS 1 Twy int near rwys.

HS 2 Twy leads to multiple rwys. HS 3 Twy crosses rwy immediately after leaving ramp. HS 4 Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information. 10266



VC-3, 23 SEP 2010 to 21 OCT 2010



(JHAWK.JHAWK6) 08101 ST-780 (FAA) JHAWK SIX ARRIVAL KANSAS CITY, MISSOURI KANSAS CITY INTL ATIS 128.375 KANSAS CITY APP CON 120.95 318.1 ROSECRANS • MEMORIAL KANSAS CITY 113.25 MCI = --Chan 79(Y) MIDWEST SHERMAN NATIONAL AAF **RUGBB** AIR CENTER 💍 N39°00.41′ W95°08.15′ TOPEKA 117.8 TOP Turbojets landing South: KANSAS CITY INTL Chan 125 Expect to cross at 12000 Ó 3/00/3 R-081 NOAHS CHARLES B. WHEELER N 39°10.44′ W 94°53.82′ **DOWNTOWN** LEE'S SUMMIT MUNI 210K 060 3700 JOHNSON COUNTY **EXECUTIVE** NEW CENTURY JOHNSON COUNTY HOOZE **AIRCENTER** N38°53.70′ 113.0 OJC W95°17.66' Chan 77 **JHAWK** N38°48.33′ W95°25.26′ Turbojets landing North: Expect to cross at 12000 **EMPORIA** 112.8 EMP : -Chan 75 N38° 17.47′ W96° 08.29′ L-10-15 3100 002° (71) CHANUTE N37°37.57′ W95°35.61′ L-10-15

JHAWK SIX ARRIVAL

NOTE: RADAR required.

NOTE: Chart not to scale

NC-3, 23 SEP 2010 to 21 OCT 2010

KANSAS CITY, MISSOURI

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 23 SEP 2010 to 21 OCT 2010

(JHAWK.JHAWK6) 08101

ARRIVAL DESCRIPTION

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....

Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence... Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via handling 0.10°. Thence

heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°.
Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

....Expect radar vectors to final approach course.

COLUMBIA

Chan 39

N38°48.65′ W92°13.10′

L-27

110.2 COU ☴

ST. LOUIS

117.4 STL <u>∷</u>..

Chan 121

LAKES FIVE DEPARTURE

KANSAS CITY, MISSOURI TAKE-OFF MINIMUMS **ATIS** 120.75 Rwy 1: 400-2½ or standard with minimum climb of 335' per NM to 2000'. CLNC DEL Rwy 3: 400-2½ or standard with minimum climb of 235' per NM to 1900'. 121.9 Rwy 19: 1300-3 or standard with minimum climb of 669' per NM to 2500'. Rwy 21: 200-134 or standard with minimum climb of SPINNER MACON 112.7 SPI ∺ 238' per NM to 1100'. Chan 74 112.9 MCM = -N39 °50.38′ W89 °40.66′ Chan 76 L-27, H-5 KANSAS CITY 0008 *2400 085 R-265 N39°17.12′ W94°44.22′ (82) 15000 1180 **TWAIN** *2800 N39°40.34' 075° W91°26.59′ (155) H-5 3100 *3000 V12 3100 088 *2600 (60)1000 **FRANC** (32j N39°00.50' W92°51.02 NAPOLEON 114.0 ANX =:

NOTE: RADAR required.

NOTE: Chart not to scale

NC-3, 23 SEP 2010 to 21 OCT 2010

NOTE: DME required for TWAIN and SPINNER transitions.

. Chan 87

N39°05.73′ W94°07.73′

TAKE-OFF OBSTACLE NOTES

Rwy 1: Multiple roads, trees, buildings, and towers beginning at DER, 135' left of centerline, up to 100' AGL/1079' MSL. OL on elevator 3663' from DER, 1231' right of centerline, 172' AGL/912' MSL Rwy 3: Multiple roads, railroads, poles, buildings, and obstruction lights beginning 40' from DER, 240' right of centerline,

up to 94' AGL/853' MSL. OL on elevator 829' from DER, 478' right of centerline, 125' AGL/865' MSL.

Crane T 2.1 NM from DER, 3151' right of centerline, 296' AGL/1110' MSL. Rwy 19: Multiple trees, towers, buildings, and obstruction lights beginning 282' from DER, 279' right of centerline, up to

291' AGL/1251' MSL Tower 2.5 NM from DER, 3165' left of centerline, 1168' AGL/2049' MSL.

Rwy 21: Multiple bridge, levee, trees, cranes, towers, and buildings 205' from DER, 476' right of centerline, up to 118' AGL/858' MSL.

OL on elevator 5178' from DER, 803' left of centerline, 148' AGL/896' MSL. Stack 1.3 NM from DER, 589' left of centerline, 198' AGL/948' MSL.

V DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

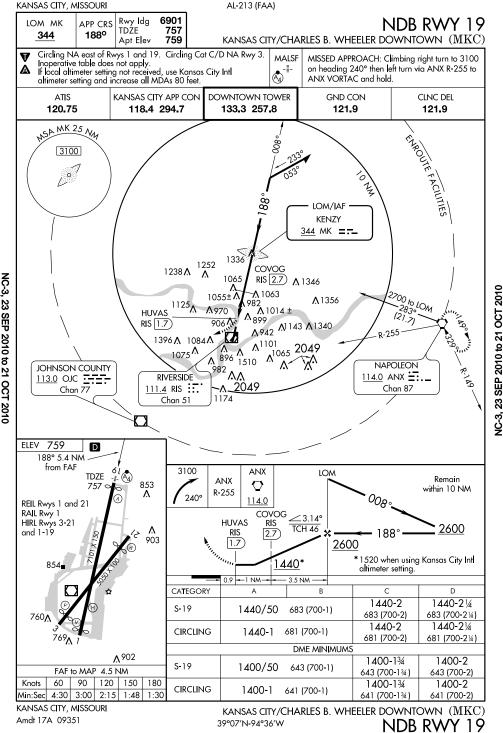
COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via

COU R-289 to COU VOR/DME.

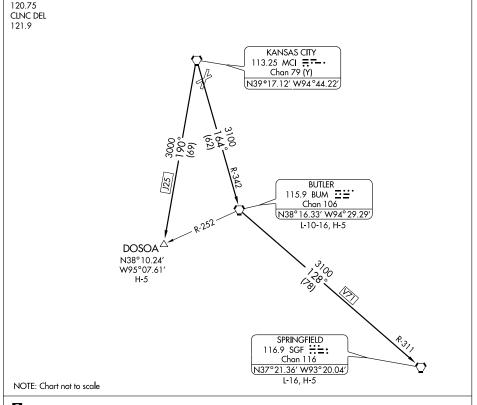
SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

LAKES FIVE DEPARTURE



ATIS





NC-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

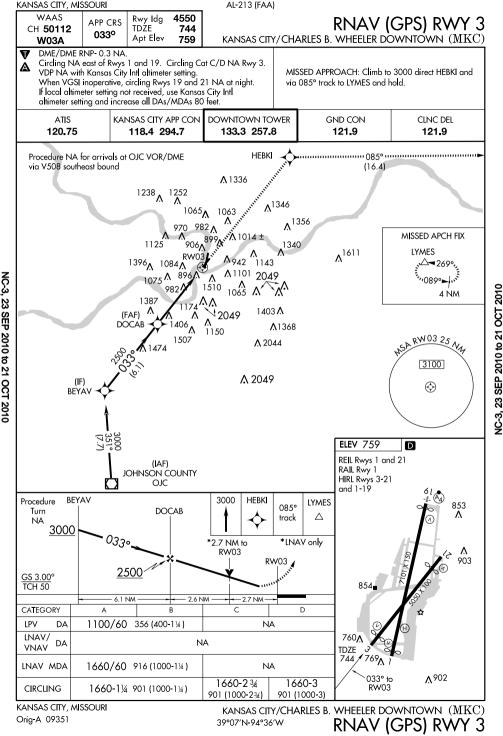
BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

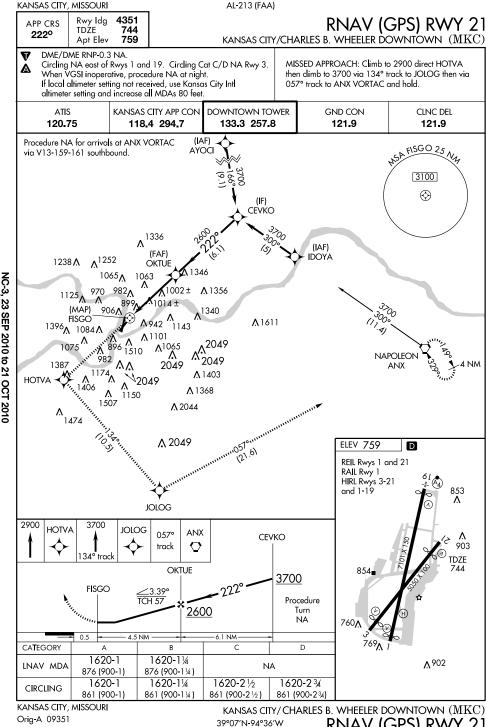
DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190

to DOSOA INT. SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI

R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to

SGF VORTAC.





(RBA.RBA3) 08101

KANSAS CITY, MISSOURI



ROBINSON THREE ARRIVAL KANSAS CITY INTL ATIS 128 375 OMAHA KANSAS CITY APP CON FORT DODGE 116.3 OVR :::-120.95 318.1 113.5 FOD :::-Chan 110 Chan 82 N41°10.04′ W95°44.20 N42°36.67′ W94°17.69′ L-10-12, H-5 L-12. H-5 88 KARAA HILDE N40°16.38′ W95°15.39′ N40°15.23′ W95°31.06′ ROBINSON NC-3, 23 SEP 2010 to 21 OCT 2010 R-079 108.2 RBA :-:· Chan 19 N39°51.05′ W95°25.38′ Turbojets Landing South: Expect to cross at 12000 ST. JOSEPH PAWNEE CITY 115.5 STJ <u>:--</u> Chan 102 112.4 PWE :== Chan 71 N40°12.02′ W96°12.38′ **ROSECRANS** L-10, H-5 MEMORIAL JUDAA-N39°41.31′ W95°15.18′ PEGGI N39°34.19 W95°07.75' **MIDWEST** Turbojets Landing North: NATIONAL SHERMAN Expect to cross at 12000 AIR CENTER AAF KANSAS CITY INTL **HUGGY** N39°18.07' CHARLES B. WHEELER W94°51.07′ **DOWNTOWN** 210K LEE'S SUMMIT MUNI NOTE: RADAR required. NOTE: Chart not to scale. **NEW CENTURY** JOHNSON COUNTY (NARRATIVE ON FOLLOWING PAGE)

ROBINSON THREE ARRIVAL

KANSAS CITY, MISSOURI

EXECUTIVE

AIRCENTER 🖒

NC-3, 23 SEP 2010 to 21 OCT 2010

(RBA.RBA3) 08101

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via

heading 110°. Thence....

Rwys 9 27: From over RBA VOR/DME via RBA R-137 to ILIDAA INT. Thence

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

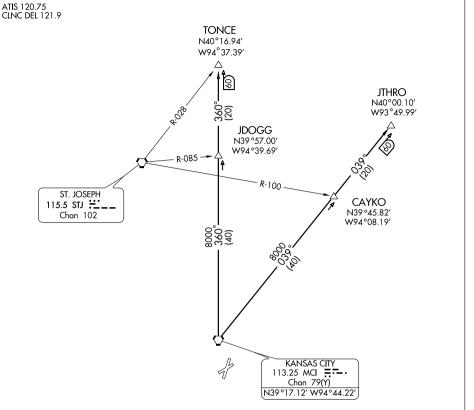
LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT.

Thence...

. . . . Expect radar vector to final approach course.

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):



NOTE: Chart not to scale



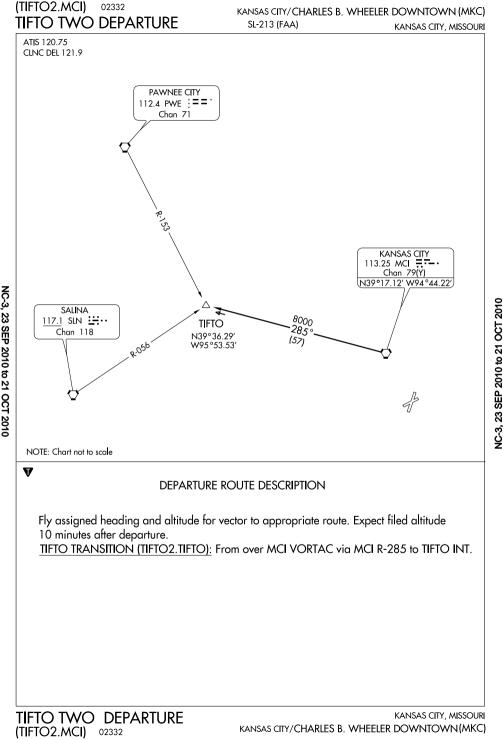
NC-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.



TYGER SIX ARRIVAL

NC-3, 23 SEP 2010 to 21 OCT 2010

ST-780 (FAA)

KANSAS CITY, MISSOURI

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°.

Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence... Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via

heading 010°. Thence...

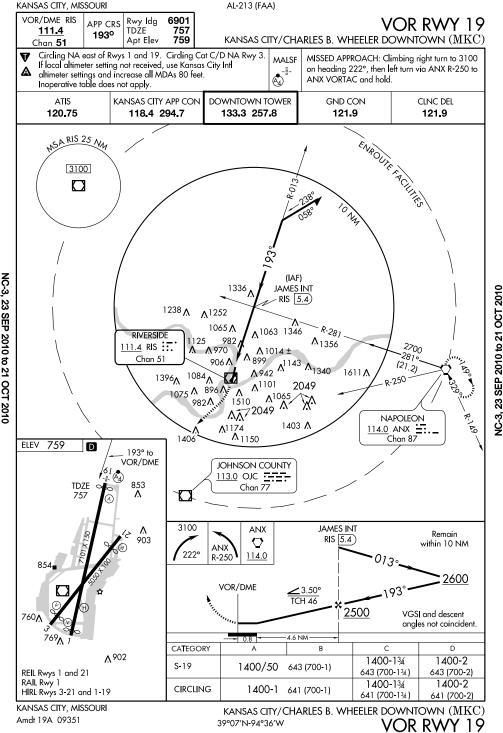
LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

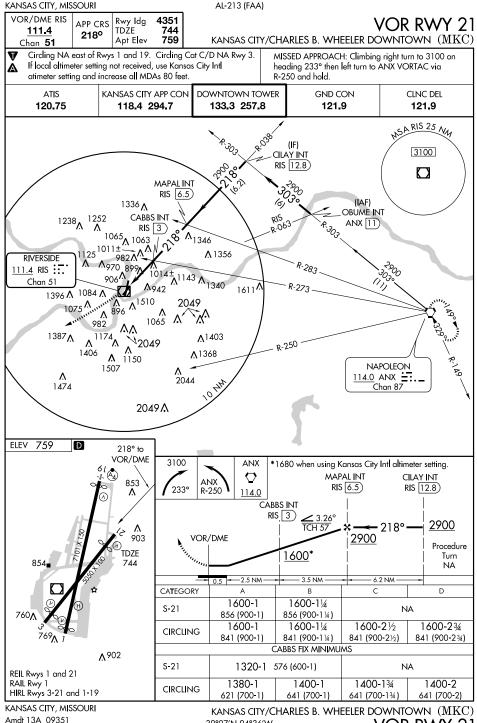
From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

39°07′N-94°36′W VOR RW





NC-3, 23 SEP 2010 to 21 OCT 2010

WICHITA 3.8 ICT 🛓 N37°44.71′ W97°35.03′, L-10-15, H-5

V

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

MISSOURI

214

KENNETT MEM (TKX) 1 SE UTC-6(-5DT) N36°13.55′ W90°02.20′ B S4 FUEL 100LL, JET A NOTAM FILE STL

RWY 02-20: H5000X75 (CONC) MIRL

RWY 02: REIL, PAPI(P4L)—GA 3.0° TCH 40', Tree, Rgt tfc. RWY 20: REIL, PAPI(P4L)-GA 3.0° TCH 40', Trees.

MIRL (NSTD) S-10

RWY 18-36: H3012X75 (ASPH)

RWY 18: Tree. RWY 36: REIL. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-23007† Sun 1900-23007±, Rwy 18-36 NSTD MIRL, incorrect spacing of Rwy

36 thid lets, NSTD REIL Rwy 36, too close to rwy edge, MIRL Rwy

18-36 OTS indef. MIRL Rwy 18-36 and Rwy 02-20 on low ints

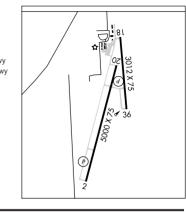
dusk-0900Z±, to incr ints and ACTIVATE MIRL Rwv 18-36 and Rwy 02-20 and REIL Rwy 02, Rwy 20 and Rwy 36 from

0500Z±-dawn-CTAF, PAPI Rwv 02 and Rwv 20 on 24 hrs.

COMMUNICATIONS: CTAF/UNICOM 122.8 MEMPHIS CENTER APP/DEP CON 120.075

RADIO AIDS TO NAVIGATION: NOTAM FILE STI MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31'

W89°54.69' 194° 20.6 NM to fld. 280/3E.



ST LOUIS

ΙΔΡ

H-I6 I-16H

KANSAS CITY

CHICAGO

H-5D. L-27A

KENZY N39°13.25′ W94°33.86′ NOTAM FILE MKC. NDB (LOM) 344 MK 188° 6.0 NM to Charles B. Wheeler Downtown.

KIRKSVILLE RGNL (IRK) 6 SE UTC-6(-5DT) N40°05.61' W92°32.70'

FUEL 100LL JET A Class III. ARFF Index A NOTAM FILE IRK 966 B S4 RWY 18-36: H6005X100 (CONC) S-30, D-48, 2D-85 MIRI RWY 18: REIL. VASI(V4L)-GA 3.0° TCH 33'. Tree.

RWY 36: MALSR. VASI(V4L)-GA 3.0° TCH 54'.

RWY 09-27: 1393X100 (TURF) RWY 09: Trees. RWY 27: Trees. AIRPORT REMARKS: Attended 1130-0200Z‡, 24 hr self-serve credit card for fuel (100LL only). Rwy 09-27 marked with vellow cones. ACTIVATE MIRL Rwy 18-36, VASI Rwy 18 and Rwy 36, REIL Rwy 18. and MALSR Rwv 36-CTAF.

WEATHER DATA SOURCES: ASOS 121.125 (660) 665-9153. HIWAS 114.6

COMMUNICATIONS: CTAF/UNICOM 122 8 RCO 122.2 122.1R 114.6T (COLUMBIA RADIO)

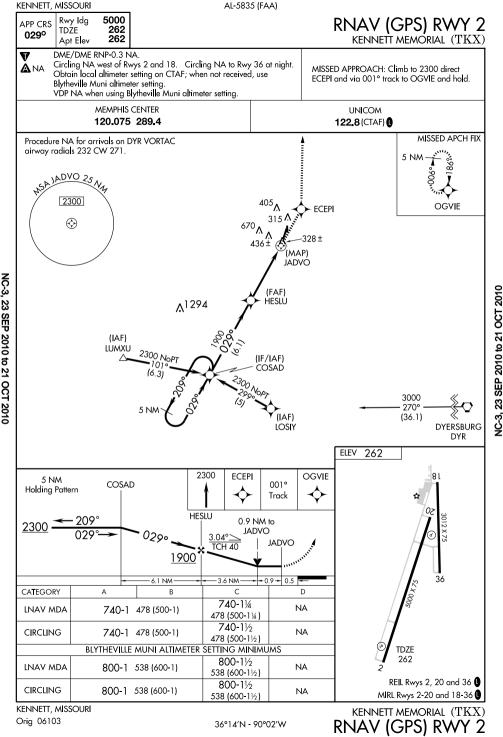
IAP AD €3 81 1393 X 100 5005 X 100

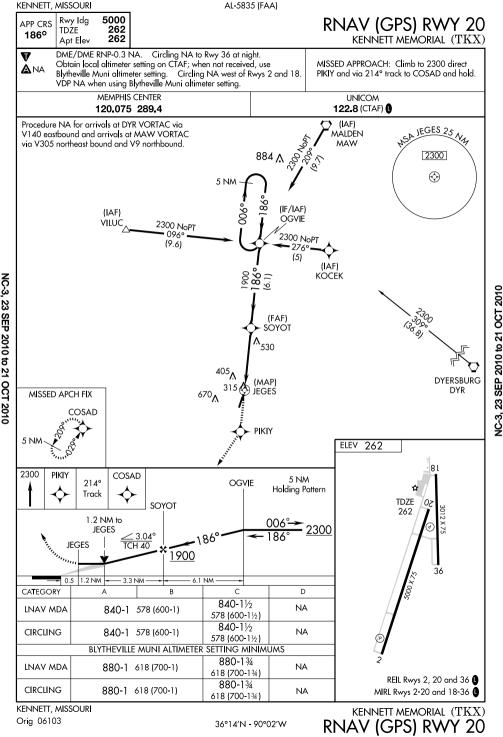
(R) KANSAS CITY CENTER APP/DEP CON 132.6 AIRSPACE: CLASS E svc 1300-0300Z‡ other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE IRK.

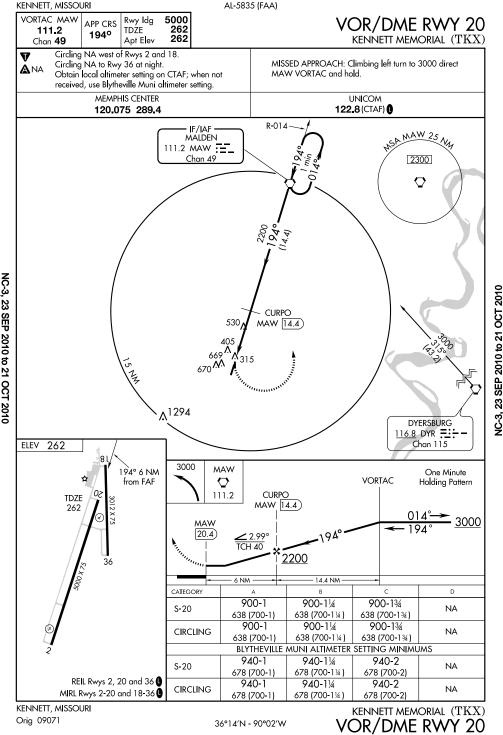
IRK.

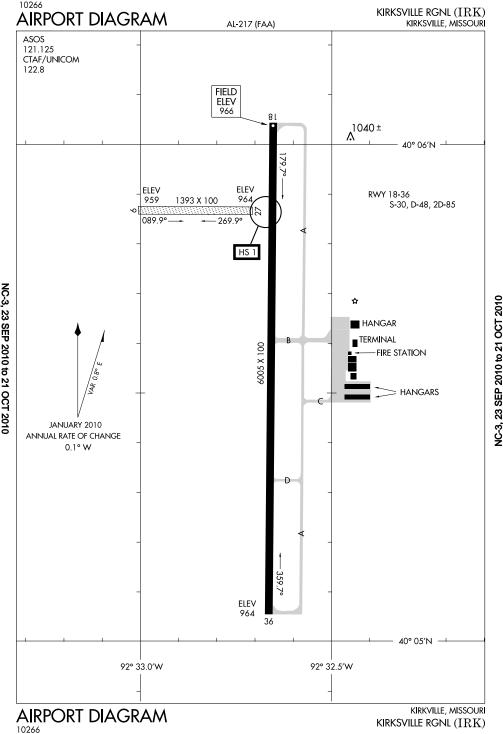
(H) VORTAC 114.6 IRK Chan 93 N40°08.10′ W92°35.50′ 133° 3.3 NM to fld. 985/6E. HIWAS.

ILS/DME 111.5 I-IRK Chan 52 Rwy 36. Class IE.









MISSOURI

214

KENNETT MEM (TKX) 1 SE UTC-6(-5DT) N36°13.55′ W90°02.20′ B S4 FUEL 100LL, JET A NOTAM FILE STL

RWY 02-20: H5000X75 (CONC) MIRL

RWY 02: REIL, PAPI(P4L)—GA 3.0° TCH 40', Tree, Rgt tfc. RWY 20: REIL, PAPI(P4L)-GA 3.0° TCH 40', Trees.

MIRL (NSTD) S-10

RWY 18-36: H3012X75 (ASPH)

RWY 18: Tree. RWY 36: REIL. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-23007† Sun 1900-23007±, Rwy 18-36 NSTD MIRL, incorrect spacing of Rwy

36 thid lets, NSTD REIL Rwy 36, too close to rwy edge, MIRL Rwy

18-36 OTS indef. MIRL Rwy 18-36 and Rwy 02-20 on low ints

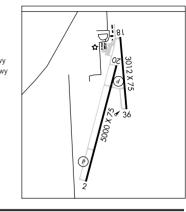
dusk-0900Z±, to incr ints and ACTIVATE MIRL Rwv 18-36 and Rwy 02-20 and REIL Rwy 02, Rwy 20 and Rwy 36 from

0500Z±-dawn-CTAF, PAPI Rwv 02 and Rwv 20 on 24 hrs.

COMMUNICATIONS: CTAF/UNICOM 122.8 MEMPHIS CENTER APP/DEP CON 120.075

RADIO AIDS TO NAVIGATION: NOTAM FILE STI MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31'

W89°54.69' 194° 20.6 NM to fld. 280/3E.



ST LOUIS

ΙΔΡ

H-I6 I-16H

KANSAS CITY

CHICAGO

H-5D. L-27A

KENZY N39°13.25′ W94°33.86′ NOTAM FILE MKC. NDB (LOM) 344 MK 188° 6.0 NM to Charles B. Wheeler Downtown.

KIRKSVILLE RGNL (IRK) 6 SE UTC-6(-5DT) N40°05.61' W92°32.70'

FUEL 100LL JET A Class III. ARFF Index A NOTAM FILE IRK 966 B S4 RWY 18-36: H6005X100 (CONC) S-30, D-48, 2D-85 MIRI RWY 18: REIL. VASI(V4L)-GA 3.0° TCH 33'. Tree.

RWY 36: MALSR. VASI(V4L)-GA 3.0° TCH 54'.

RWY 09-27: 1393X100 (TURF) RWY 09: Trees. RWY 27: Trees. AIRPORT REMARKS: Attended 1130-0200Z‡, 24 hr self-serve credit card for fuel (100LL only). Rwy 09-27 marked with vellow cones. ACTIVATE MIRL Rwy 18-36, VASI Rwy 18 and Rwy 36, REIL Rwy 18. and MALSR Rwv 36-CTAF.

WEATHER DATA SOURCES: ASOS 121.125 (660) 665-9153. HIWAS 114.6

COMMUNICATIONS: CTAF/UNICOM 122 8 RCO 122.2 122.1R 114.6T (COLUMBIA RADIO)

IAP AD €3 81 1393 X 100 5005 X 100

(R) KANSAS CITY CENTER APP/DEP CON 132.6 AIRSPACE: CLASS E svc 1300-0300Z‡ other times CLASS G. RADIO AIDS TO NAVIGATION: NOTAM FILE IRK.

IRK.

(H) VORTAC 114.6 IRK Chan 93 N40°08.10′ W92°35.50′ 133° 3.3 NM to fld. 985/6E. HIWAS.

ILS/DME 111.5 I-IRK Chan 52 Rwy 36. Class IE.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

| increased risk has been reduced or eliminated. | | | | |
|--|--------------|--|--|--|
| CITY/AIRPORT | HOT SPOT | DESCRIPTION* | | |
| BRANSON, MO | | | | |
| BRANSON (BBG) | HS 1 | Ramp area exits on to rwy. | | |
| | HS 2 | Twy turn around at end of rwy. Frequent back taxi operations. | | |
| CAPE GIRARDEAU, MO | | | | |
| CAPE GIRARDEAU RGNL (CGI) | HS 1 | Area not visible from the twr. | | |
| | HS 2 | Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D. | | |
| CEDAR RAPIDS, IA | | | | |
| THE EASTERN IOWA (CID) | HS 1 HS 2 | Frequent aircraft and vehicle rwy crossings. | | |
| | = | Int rwys. | | |
| COLLINADIA MO | HS 3 | Twy crossing rwy. | | |
| COLUMBIA, MO | HS 1 | Confusing two int | | |
| COLUMBIA RGNL (COU) | HS 2 | Confusing twy int. Unusual rwy holding position. | | |
| | HS 3 | Unusual rwy/rwy holding position. | | |
| DES MOINES, IA | 110 3 | Offusual rwy/rwy floiding position. | | |
| DES MOINES INTL (DSM) | HS 1 | From Twy B, turn on Twy D to access all rwys. | | |
| DEG MONTE (BOM) | HS 2 | Center twy complex and int rwys, use extreme caution. | | |
| | HS 3 | The apch end of Rwy 05 at Twy P has limited visibility from the twr. | | |
| | HS 4 | ATCT restricted visibility at Iowa Air National Guard complex. | | |
| DUBUQUE, IA | | | | |
| DUBUQUE RGNL (DBQ) | HS 1 | Apch ends of rwys in close proximity. | | |
| , , | HS 2 | Rwy 13-31 in close proximity to ramp non-movement area at Twy D. | | |
| | HS 3 | Rwy 13-31 in close proximity to ramp non-movement area at Twy C. | | |
| FORT DODGE, IA | | | | |
| FORT DODGE RGNL (FOD) | HS 1 | Int on twy just prior to rwys. | | |
| FORT LEONARD WOOD, MO | | | | |
| WAYNESVILLE-ST. ROBERT | | | | |
| RGNL FORNEY FLD (TBN) | HS 1 | Single twy access to rwy. Frequent back-taxi ops. | | |
| | | enigle try access to try. Troquent such tax oper | | |
| JEFFERSON CITY, MO | | | | |
| JEFFERSON CITY | | | | |
| MEMORIAL (JEF) | HS 1 | Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27. | | |
| | HS 2 | Twy B at Rwy 27 holding position marking. | | |
| JOPLIN, MO | | | | |
| JOPLIN RGNL (JLN) | HS 1 | Complex twy/rwy int. | | |
| | HS 2 | Ramp exit in close proximity to rwy. | | |
| KANSAS CITY, MO | | | | |
| CHARLES B. WHEELER | | | | |
| DOWNTOWN (MKC) | HS 1 | Twy G int with Rwy 03-21. | | |
| | HS 2 | Holding short between Rwy 01-19 and Rwy 03-21. | | |
| | HS 3 | Confusing twy int. | | |
| | | | | |

23 SEP 2010 to 21 OCT 2010

CITY/AIRPORT

KANSAS CITY, MO KANSAS CITY INTL (MCI)

SPRINGFIELD-BRANSON

WATERLOO RGNL (ALO)

(CONTINUED)

HOT SPOTS

HOT SPOT

DESCRIPTION*

Busy vehicle service road crosses Twy G east of Twy B.

| | HS 2 | Twy E and Twy F int with Rwy 09-27. |
|-----------------------|------|---------------------------------------|
| | HS 3 | Twy C and Twy D int with Rwy 01R-19L. |
| | HS 4 | Twy B2 crosses service road. |
| KIRKSVILLE, MO | | |
| KIRKSVILLE RGNL (IRK) | HS 1 | Turf rwy taxi route via Rwy 18-36. |
| | | |

MASON CITY IA MASON CITY MUNI (MCW) HS₁ Twy leads to multiple rwys. ST JOSEPH, MO

HS₁

HS₁ Ramp in close proximity to rwy. ROSECRANS MEMORIAL (STJ)

HS 2 Closely located rwys. HS 3 Back taxi required for full length Rwv 13. ST LOUIS, MO LAMBERT-ST LOUIS INTL (STL) HS₁ Twy D at int with Twy L in close proximity to Rwy 12R-30L.

HS₂ Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twv T to Rwv 29 and Twv A to Rwv 06. HS 3 Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.

ST LOUIS, MO ST LOUIS/SPIRIT OF ST LOUIS (SUS) HS₁ Complex twv int. HS₂ Blind spots on movement area. HS 3 Blind spot on movement area.

SIOUX CITY, IA SIOUX GATEWAY/ HS₁

COLONEL BUD DAY FIELD (SUX) Twy B intersects with Rwy 31 and Rwy 35 at the apch end HS 2 Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area. SPRINGFIELD, MO

HS₁ NATIONAL (SGF) Twys in close proximity to rwys at unusual angles. HS 2 Ramp exit crosses rwy. HS 3 Twr blind spot on movement area. WATERLOO, IA

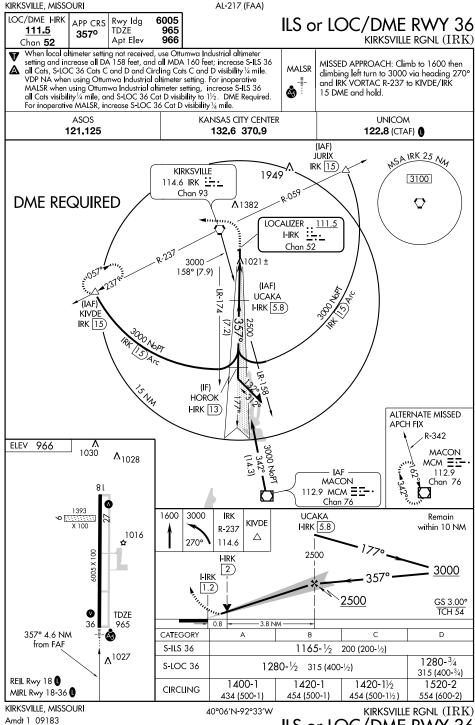
HS 1

HS 2 Twy leads to multiple rwys. HS 3 Twy crosses rwy immediately after leaving ramp.

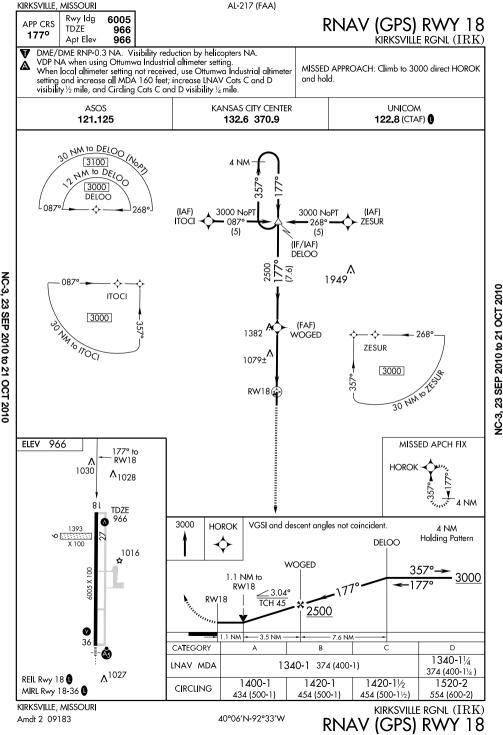
HS 4 Twy crosses to ANG Hangar and rwy.

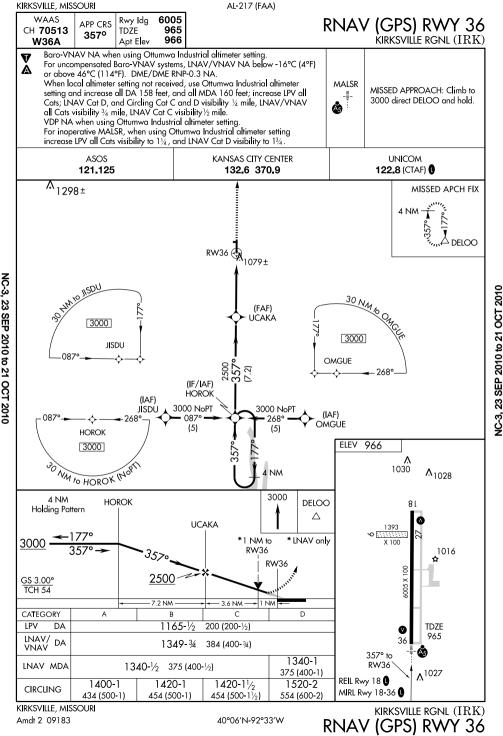
*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

Twy int near rwys.



NC-3, 23 SEP 2010 to 21 OCT 2010





KIRKSVILLE, MISSOURI **VORTAC IRK** Rwy Idg TDZE N/A APP CRS N/A 114.6 134° 966 Apt Elev Chan 93 V When local altimeter setting not received, use Ottumwa

increase Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct IRK VORTAC and hold, continue climb-in-hold to 3000. UNICOM 122.8 (CTAF) (

KANSAS CITY CENTER **ASOS** 121,125 132.6 370.9

Industrial altimeter setting and increase all MDA 160 feet,

(IF) DURHE 3000 Nop 1949 IRK 7 0899 269 ∧¹³⁸² (IAF) R-059 MURLY IRK 7 1000 NoP MAFAX IRK 2.9 MSA IRK 25 MM 1099± 3100

IAF

KIRKSVILLE

3000

IRK

 \bigcirc 114.6

554 (600-2)

114.6 IRK ::--Chan 93 NoPT for arrivals at IRK VORTAC

on airway radials 259 CW 007.

VORTAC

2500

В

1420-1

454 (500-1)

Α

1400-1

434 (500-1)

(IAF) **MURTE**

IRK 7

1030 134° 2.9 NM from FAF 81

X 100

966 **ELEV**

REIL Rwy 18 1 **∧**1027 MIRL Rwy 18-36 FAF to MAP 2.9 NM D 1420-11/2 1520-2 Knots 60 90 120 150 180

> 2:54 1:56

Min:Sec

KIRKSVILLE, MISSOURI Amdt 15 09183

Remain

within 10 NM

3000

CATEGORY

CIRCLING

40°06′N-92°33′W

MAFAX IRK 2.9

454 (500-11/2)

2.9 NM

1:27 KIRKSVILLE RGNL (IRK)

36

1:10 0:58

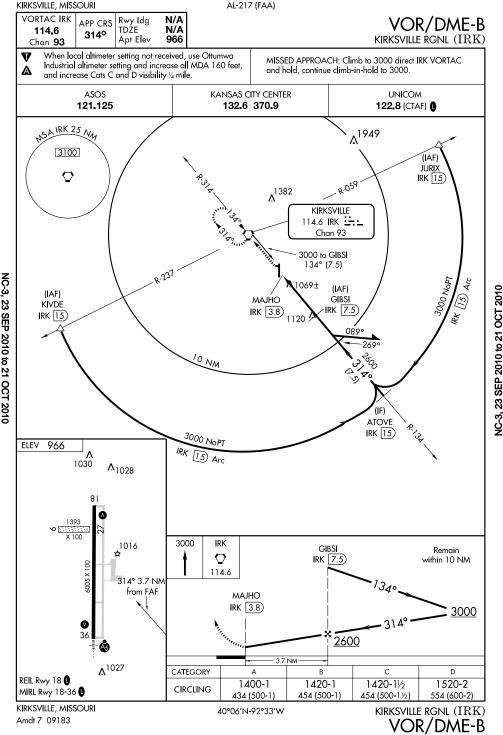
Λ₁₀₂₈

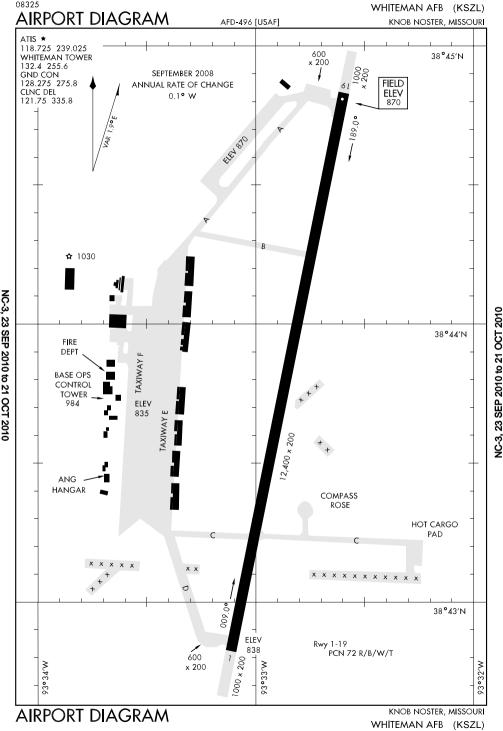
1016

VC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

Δ





WHITEMAN AFB AF (ARNG AFRC) (SZL)(KSZL) 2 S N38°43.82' W93°32.87'

> TRAN ALERT Opr Mon-Thu 1400-0400Z‡, Fri 1400-0300Z‡, weekends 1400-2200Z‡, clsd holidays. Limited de-icing of tran acft avbl. Fleet svc not avbl. Transient svc avbl for F16 acft, except the sensor chip inspection

glide slope not coincidental.

unavbl.

MILITARY REMARKS: Opr 24 hrs, from Mon 1300Z± thru Sat 0500Z±. Sat-Sun 1400-2300Z±, clsd holidays, See FLIP

870 B TPA—See Remarks

RWY 01-19: H12400X200 (CONC)

PCN 72 R/B/W/T HIRL RWY 01: ALSF1. PAPI.

other times ctc

times ctc

times CLASS E.

(L) TACAN Chan 35

IIS 110 3 ILS 108.5 I-MXJ

0700-1300Z±. I-SZL

(R) KANSAS CITY CENTER APP/DEP CON 135.575

(R) KANSAS CITY CENTER APP/DEP CON 135.575

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

Rwy 19.

ASR (Mon-Fri 1200-0400Z±, Sat-Sun 1300-2200Z±, clsd holidays) COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima

MILITARY SERVICE: LGT PAPI restricted to 5° left or right of Rwy 01-19 centerline. Rwy 19 PAPI glide slope and ILS

RWY 19: ALSF1. PAPI.

JASU 2(A/M32A-86D) 1(AM32-95) FUEL J8. FLUID LPOX OIL SOAP

indicated hrs of operations. ARNG Opr Mon-Fri 1400-2230Z‡, DSN 975-5771.

NOTAM FILE COU

ETA. Early/late arr/dep must re-coordinate. B52 opr only on rwy, other airfield areas rgr OG/CC approval. No over flight weapons storage area located ESE of rwy and city of Knob Noster located 1.5 NM NNW of fld. Acft with VIP ctc Base OPS 30 min prior to Idg. Ctc twr 10 min prior to Idg. CAUTION 112' AGL twr 4000' directly West/abeam Rwy 01 thid. Possible illusion of being high on final during night VFR apch to Rwy 01. Local acft fly 300 Kt in overhead pattern. West end of Twy B not visible from twr. Ctc ATIS. Twr or PTD for info. Bird haz. TFC PAT TPA-Helicopter 1400(530), rectangular 1900(1030), overhead 2400(1530). MISC Base OPS DSN 975-3101, C660-687-3101. During NOTAM snow removal operations or forecasted wx events ctc AMOPs at DSN 975-3101 or COMM 660-687-3101 for most current afld status. Wx Observations Visibility restrictions: Direct view of the runway is blocked by the B-2 maintenance docks. Visibility is further restricted by S-35 and buildings southward on the west side of the flight line and from by building 33 and buildings on the west side of the flight line. 20' pole 185' south of Twy C east. Class D Airspace effective Mon 1200-0400Z‡, Fri 1300-2200Z‡, Sat-Sun, Clsd hol other times CLASS E. Drag chutes and repack capabilities not avbl. No COMSEC avbl. ACC acft expect std reduced rwy separation (RRS). Tran ACC acft must notify twr on initial ctc if RRS is not desired. Wx opr 24 hrs, from Mon 0600Z‡ thru Fri 0500Z‡, Sat-Sun 1300-2300Z‡, clsd holidays. Wx DSN 975-3062, C660-687-3062. Wx ops aircrews can receive wx briefing from 26 OWS at DSN 331-2651, C318-529-2651. AfId Wx is monitored by AN/FMO-19 ASOS and augmented by human observer only during

COMMUNICATIONS: ATIS 118.725 239.025 (Mon-Fri 1200-0400Z‡, Sat-Sun 1300-2200Z‡, clsd holidays) PTD 372.2 R APP CON 127.45 284.0 (Opr 24 hr from Mon 1300Z‡ thru Sat 0500Z‡, Sat-Sun 1400-2300Z‡, clsd holidays)

TOWER 132.4 255.6 (Opr 24 hr from Mon 1300Z thru Sat 0500Z thru Sat-Sun 1400-2300Z thru Sat-Sun 1400-230Z thru Sat-Sun 1400-230Z

COMD POST 311.0 321.0 PMSV METRO 344.6 303 TFS OPS (GROUND HOG) 227.8 HAWK OPS 139.0 242.4 49.65 AIRSPACE: CLASS D svc Opr (24 hrs Mon 1300Z‡ thru Sat 0500Z‡, Sat-Sun 1400-2300Z‡, clsd holidays), other

SZL (109.8) N38°44.15′ W93°33.03′ at fld. 850/4E. No NOTAM MP Mon

® DEP CON 125.925 343.65 (Opr 24 hr Sat 0500Z‡ thru Mon 1300Z‡, Sat-Sun 2300-1400Z‡, holidays) other

Rwv 01. No NOTAM MP Tue. Thu 0700-1300Z±.

NO NOTAM MP Wed-Thu 1200-1500Z‡.

UTC-6(-5DT)

Not insp.

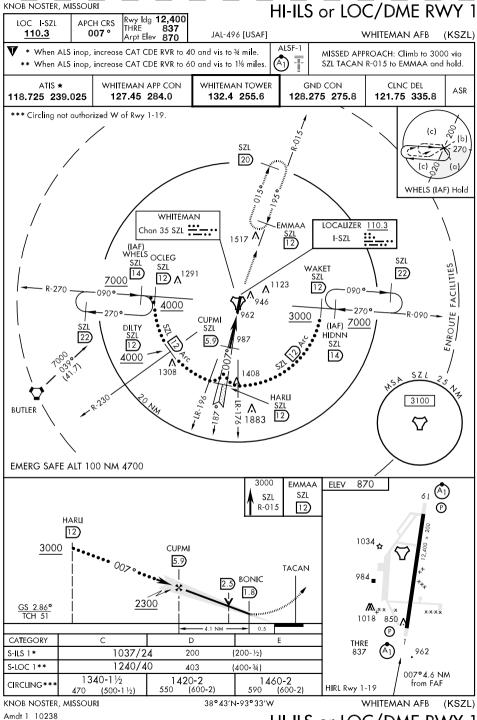
S-150, D-220, 2S-175, 2T-585, 2D-426, 2D/2D2-840

AP/1 Supplementary Arpt information. RSTD 24-48 hr PPR, DSN 975-1861, issued PPR valid for 1 hr prior/after

KANSAS CITY

H-5C, L-27A

DIAP. AD

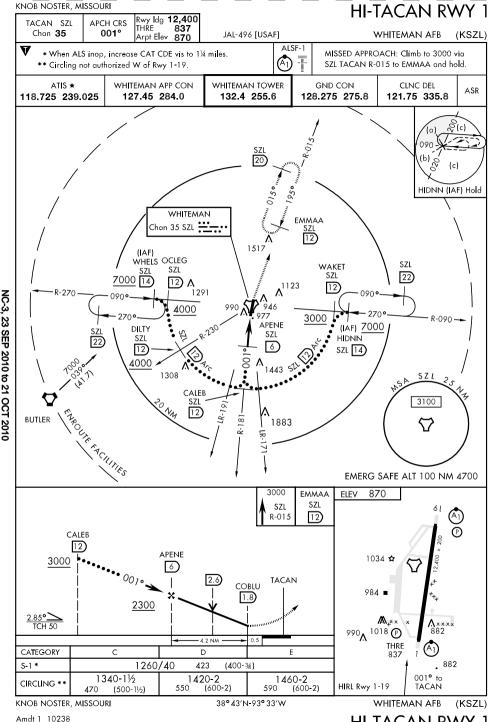


NC-3, 23 SEP 2010 to 21 OCT 2010

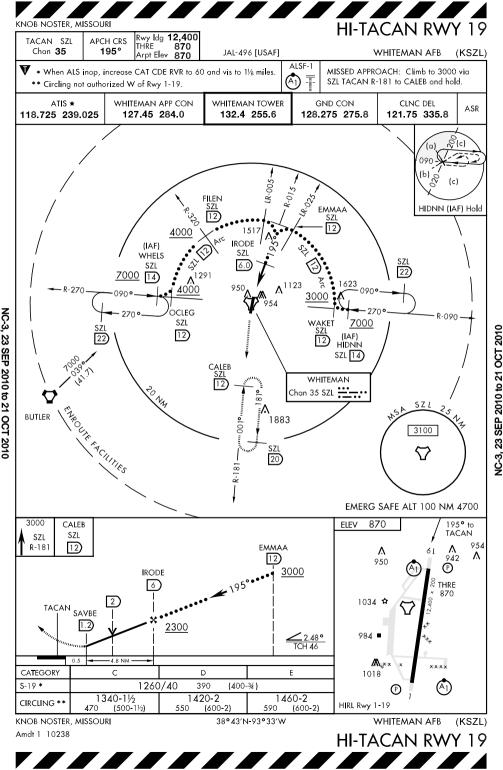
HI-ILS or LOC/DME RWY 1

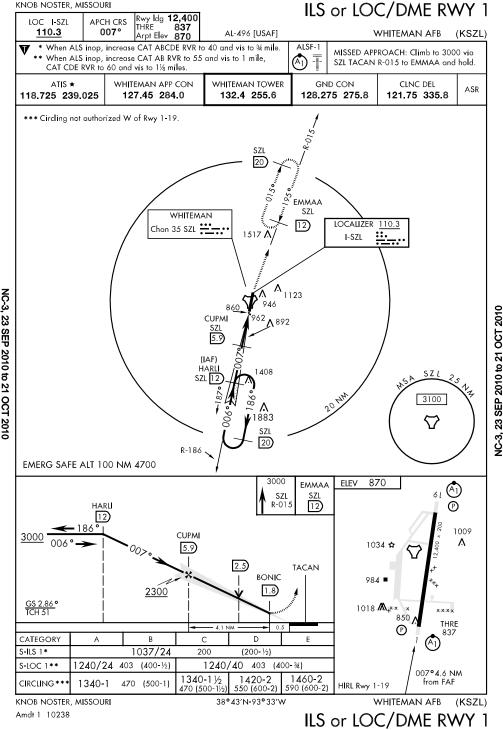
HI-ILS or LOC/DME RWY 19

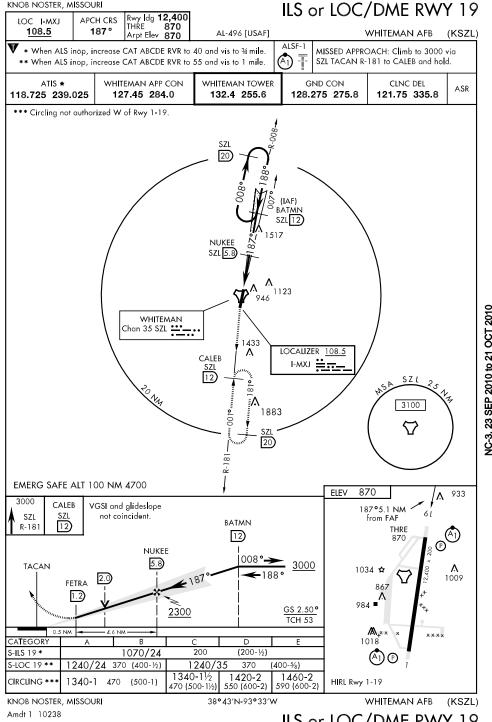
NC-3, 23 SEP 2010 to 21 OCT 2010



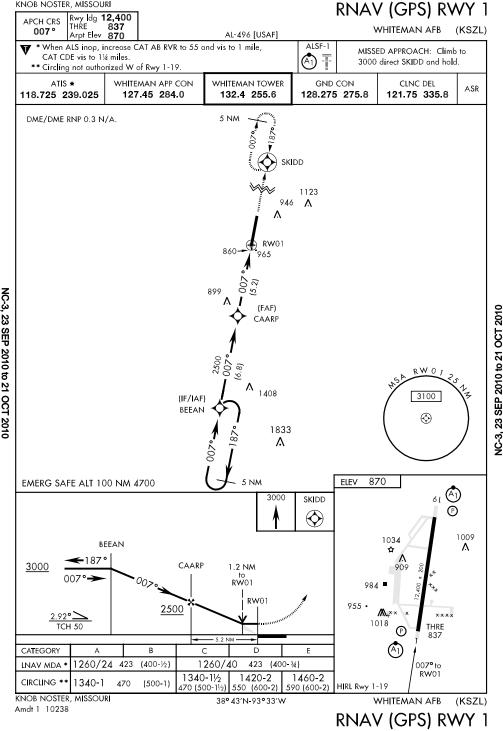
HI-TACAN RWY

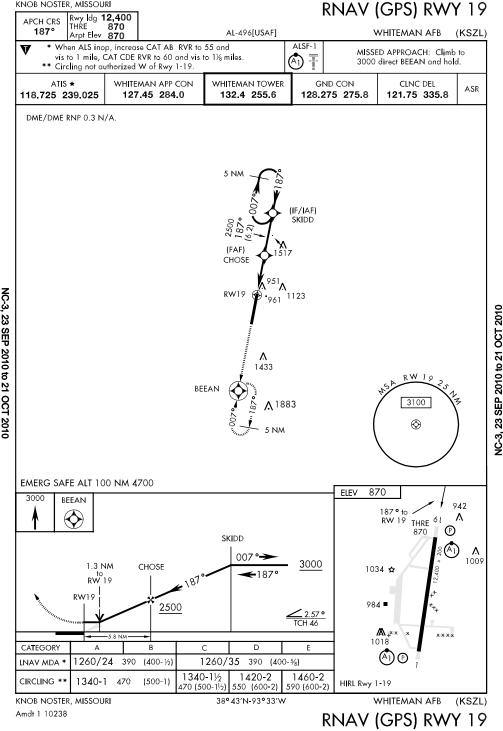


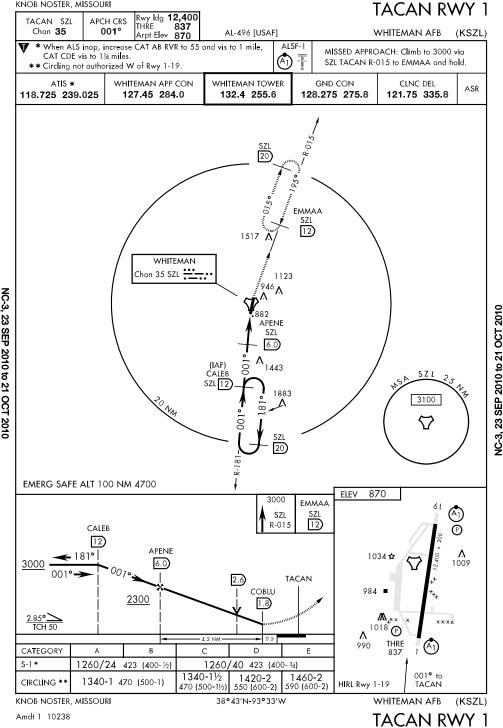


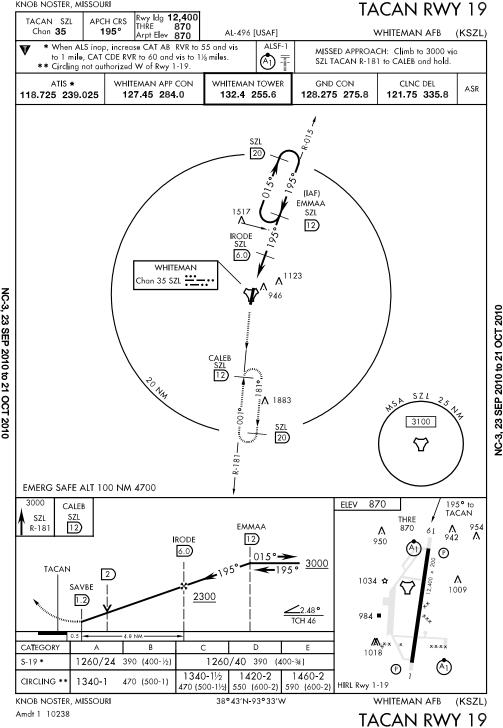


23 SEP 2010 to 21 OCT 2010









KANSAS CITY

KANSAS CITY

L-16G

L-16F

IAP

I AMAR MIINI (LLU) 2 SW UTC-6(-5DT) N37°29.37′ W94°18.69′

1009 B FUEL 100LL. MOGAS NOTAM FILE COU RWY 03-21: H2902X60 (ASPH-AFSC) MIRL 0.4% up SW RWY 03: P-line.

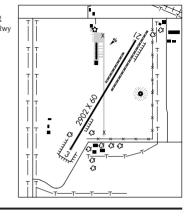
RWY 21: Trees. AIRPORT REMARKS: Unattended, For fuel ctc number posted at fueling area. Ultralgt activity on and in vicinity of arpt. ACTIVATE MIRL Rwy

COMMUNICATIONS: CTAF 122 9 KANSAS CITY CENTER APP/DEP CON 128.6

03-21-CTAF.

RADIO AIDS TO NAVIGATION: NOTAM FILE COU. NEOSHO (H) VOR/DME 117.3 FOS Chan 120 N36°50.55'

002° 39.2 NM to fld. 1200/7E. W94°26.14' SPRING RIVER NDB (MHW) 356 LLU N37°29.22' W94°18.61' at fld



LAMBERT-ST LOUIS INTL (See ST LOUIS) LAWRENCE SMITH MEM (See HARRISONVILLE)

LEBANON N37°34.28′ W92°39.47′. NOTAM FILE COU.

NDB (MHW) 414 IEB 360° 4.6 NM to Floyd W Jones Lebanon, Unmonitored.

RCO 122.5 (COLUMBIA RADIO)

LEBANON

FLOYD W JONES LEBANON (LBO) 3 S UTC-6(-5DT) N37°38.90′ W92°39.15′ FUEL 100LL, JET A1+ NOTAM FILE COU В RWY 18-36: H5000X75 (ASPH) S-33. D-54 MIRL 0.3% up S

RWY 18: PVASI(PSIL)-GA 3.0° TCH 37'. Trees. RWY 36: REIL, PVASI(PSIL)—GA 3.0° TCH 27', Pline. AIRPORT REMARKS: Attended 1300-0000Z‡. For fuel after hrs, call

number posted on terminal door. Birds, deer and wildlife on and invof arpt. Sprayer acft on and invof arpt during spring and summer months, Rwv 18 PVASI OTS indef, MIRL Rwv 18-36 preset low ints, to increase ints and ACTIVATE REIL Rwy 36-CTAF, PVASI Rwy 18 and Rwy 36 operate 24 hrs.

WEATHER DATA SOURCES: AWOS-3 118.975 (417) 533-3419. COMMUNICATIONS: CTAF/UNICOM 122.8 LEBANON RCO 122.5 (COLUMBIA RADIO)

R SPRINGFIELD APP/DEP CON 121.1 CLNC DEL 123.725 RADIO AIDS TO NAVIGATION: NOTAM FILE SGF.

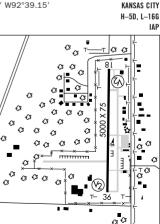
SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36'

W93°20.04'

LEE C FINE MEM

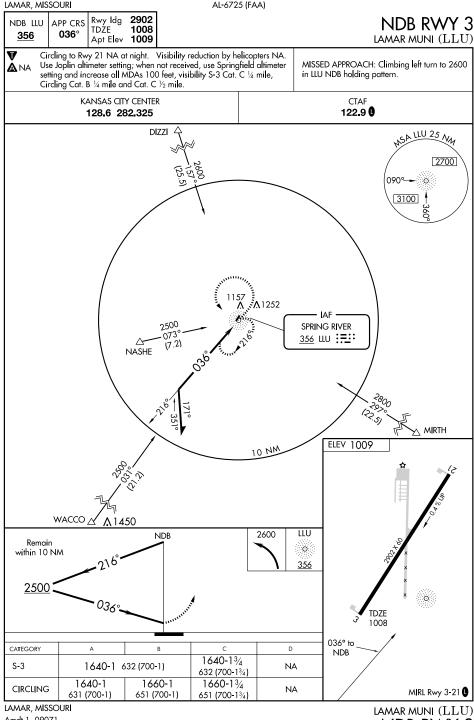
LEBANON NDB (MHW) 414 IEB N37°34.28′ W92°39.47′ 4.6 NM to fld. NOTAM FILE COU. Unmonitored. SDF/DME 109.1 I-LBO Chan 28

057° 37 NM to fld. 1240/4E. HIWAS. 360°



Rwy 36 Unmonitored.

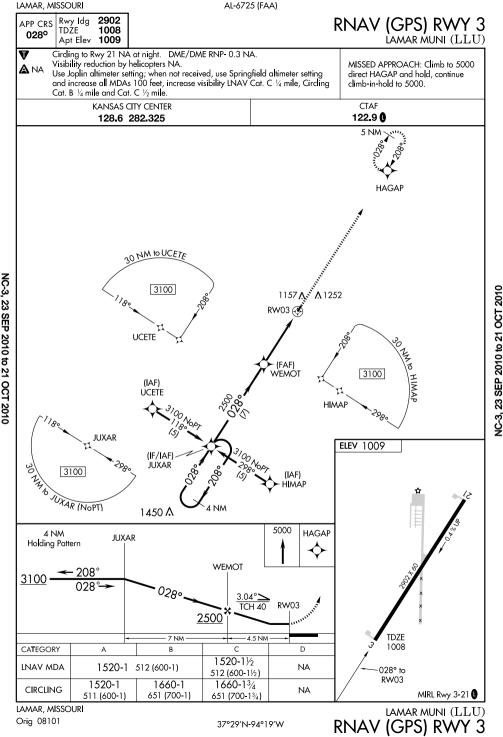
(See KAISER (LAKE OZARK))



Amdt 1 09071

NC-3, 23 SEP 2010 to 21 OCT 2010

NDB RWY 3



KANSAS CITY

KANSAS CITY

L-16G

L-16F

IAP

I AMAR MIINI (LLU) 2 SW UTC-6(-5DT) N37°29.37′ W94°18.69′

1009 B FUEL 100LL. MOGAS NOTAM FILE COU RWY 03-21: H2902X60 (ASPH-AFSC) MIRL 0.4% up SW RWY 03: P-line.

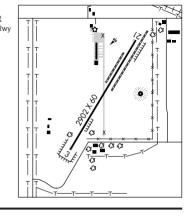
RWY 21: Trees. AIRPORT REMARKS: Unattended, For fuel ctc number posted at fueling area. Ultralgt activity on and in vicinity of arpt. ACTIVATE MIRL Rwy

COMMUNICATIONS: CTAF 122 9 KANSAS CITY CENTER APP/DEP CON 128.6

03-21-CTAF.

RADIO AIDS TO NAVIGATION: NOTAM FILE COU. NEOSHO (H) VOR/DME 117.3 FOS Chan 120 N36°50.55'

002° 39.2 NM to fld. 1200/7E. W94°26.14' SPRING RIVER NDB (MHW) 356 LLU N37°29.22' W94°18.61' at fld



LAMBERT-ST LOUIS INTL (See ST LOUIS) LAWRENCE SMITH MEM (See HARRISONVILLE)

LEBANON N37°34.28′ W92°39.47′. NOTAM FILE COU.

NDB (MHW) 414 IEB 360° 4.6 NM to Floyd W Jones Lebanon, Unmonitored.

RCO 122.5 (COLUMBIA RADIO)

LEBANON

FLOYD W JONES LEBANON (LBO) 3 S UTC-6(-5DT) N37°38.90′ W92°39.15′ FUEL 100LL, JET A1+ NOTAM FILE COU В RWY 18-36: H5000X75 (ASPH) S-33. D-54 MIRL 0.3% up S

RWY 18: PVASI(PSIL)-GA 3.0° TCH 37'. Trees. RWY 36: REIL, PVASI(PSIL)—GA 3.0° TCH 27', Pline. AIRPORT REMARKS: Attended 1300-0000Z‡. For fuel after hrs, call

number posted on terminal door. Birds, deer and wildlife on and invof arpt. Sprayer acft on and invof arpt during spring and summer months, Rwv 18 PVASI OTS indef, MIRL Rwv 18-36 preset low ints, to increase ints and ACTIVATE REIL Rwy 36-CTAF, PVASI Rwy 18 and Rwy 36 operate 24 hrs.

WEATHER DATA SOURCES: AWOS-3 118.975 (417) 533-3419. COMMUNICATIONS: CTAF/UNICOM 122.8 LEBANON RCO 122.5 (COLUMBIA RADIO)

R SPRINGFIELD APP/DEP CON 121.1 CLNC DEL 123.725 RADIO AIDS TO NAVIGATION: NOTAM FILE SGF.

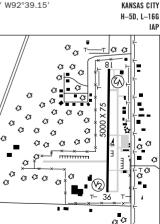
SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36'

W93°20.04'

LEE C FINE MEM

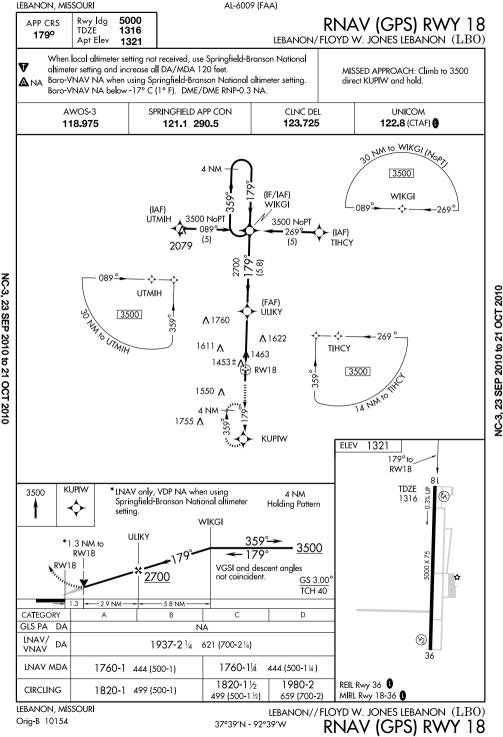
LEBANON NDB (MHW) 414 IEB N37°34.28′ W92°39.47′ 4.6 NM to fld. NOTAM FILE COU. Unmonitored. SDF/DME 109.1 I-LBO Chan 28

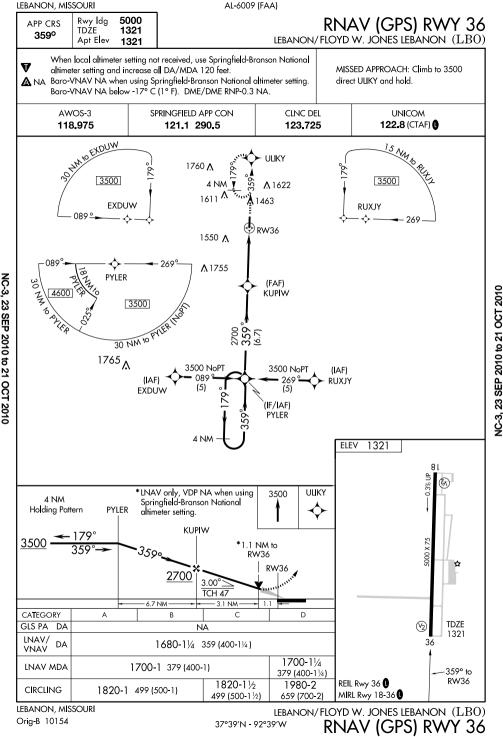
057° 37 NM to fld. 1240/4E. HIWAS. 360°

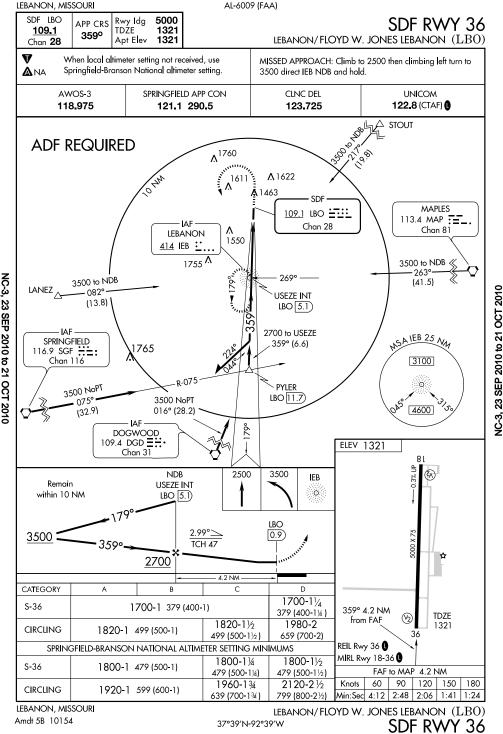


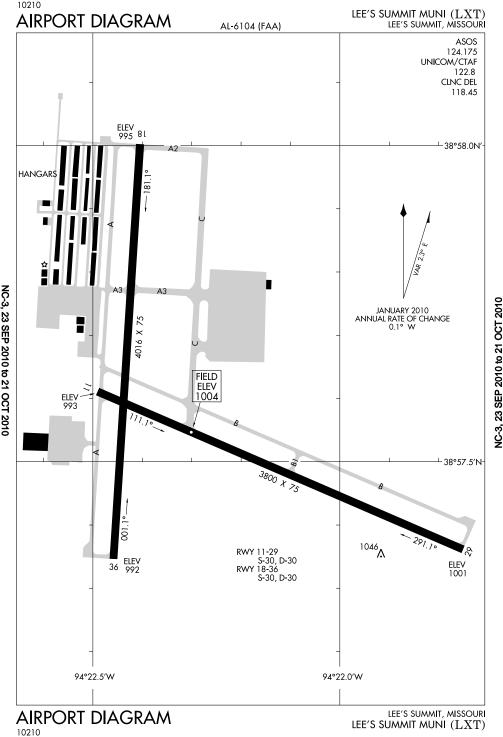
Rwy 36 Unmonitored.

(See KAISER (LAKE OZARK))









216

(LXT)

RWY 18: REIL, VASI(V4L)-GA 3.5° TCH 31'. RWY 36: REIL, VASI(V4L)-GA 3.5° TCH 31', Rgt tfc.

LEE'S SUMMIT MUNI

В **S4**

RWY 18-36: H4016X75 (CONC)

RWY 11-29: H3800X75 (CONC)

MISSOURI

3 N

FUEL 100LL, JET A. MOGAS

UTC-6(-5DT)

S-30, D-30

S-30, D-30

CLNC DEL 118.45

Chan 87

OX 4

MIRL

(R) KANSAS CITY APP/DEP CON 118.4 NAPOLEON (L) VORTACW 114.0 ANX

LEWIS CO RGNL

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

RWY 29: REIL. PAPI(P4R)-GA 3.0° TCH 40'.

RWY 11: REIL. PAPI(P4L)-GA 3.0° TCH 45'. Rgt tfc.

AIRPORT REMARKS: Attended 1130Z‡-dusk; attended 1 hr after sunset, Wildlife on and invof arpt. When winds are less than 5

knots use Rwv 18. Apch ends of Rwv 18. Rwv 36 and Rwv 29 are not mutually visible due to terrain and trees. No rgt turns under 2500' or within 3 miles of the arpt when departing on Rwy 29. No left turns under 1500' or within ½ mile of the end of the rwy

when departing on Rwy 18. No left turns under 2500' or within 3 miles of the arpt departing on Rwy 36. For acft under 6,000 lbs TPA 1804(800); acft over 6,000 lbs TPA 2504(1500). MIRL Rwy 11-29 and Rwy 18-36 preset on low ints dusk-0400Z‡, for

higher ints after 0400Z‡ ACTIVATE—CTAF. For REIL Rwy 18, Rwy 36, Rwy 11 and Rwy 29-CTAF. PAPI Rwy 11 and Rwy 29 and

N39°05.73′ W94°07.73′

N38°57.58' W94°22.28'

TPA—See Remarks

ß 1016 36 ß €3 *(*3 ß €3

227° 14.0 NM to fld. 878/7E.

KANSAS CITY

KANSAS CITY

L-27A

IAP

NOTAM FILE LXT

KANSAS CITY

I-101 A

IAP. AD

LEXEY N39°23.22′ W94°40.62′ NOTAM FILE MCI.

VASI Rwy 18 and Rwy 36 on continuously.

WEATHER DATA SOURCES: ASOS 124.175 (816) 347-9807.

NDB (LOM) 275 DY 193° 5.6 NM to Kansas City Intl.

LEXINGTON MUNI (4K3) 3 NW UTC-6(-5DT)

(See MONTICELLO)

N39°12.59' W93°55.66' 691 B NOTAM FILE COU

RWY 13-31: 3100X125 (TURF) RWY 13: P-line. RWY 31: Road.

RWY 04-22: H2925X40 (ASPH) LIRL (NSTD) RWY 04: P-line. RWY 22: Trees.

RWY 18: Trees

RWY 18-36: 2250X125 (TURF)

RWY 36: Road.

AIRPORT REMARKS: Attended Mon-Fri 1500Z‡-dusk, Sat-Sun

1400Z‡-dusk. Parachute Jumping. Birds invof arpt during spring rains and flooding. Ultralight activity and radio controlled airplanes on and invof arpt. Trees in rwy visibility zone between Rwy 22 end

and Rwy 13 end. NSTD rwy safety area byd Rwy 22, Rwy 13, Rwy 18, and Rwy 31 ends, incorrect terrain grades, insufficient length, ditch, brush, trees, pole, crops. Rwy 22 +1-50' tall trees and brush first 1,000' of Rwy 22, 86-250' N of rwy pavement edge and 100-250' S of rwy payement edge. Rwy 04-22 rough large

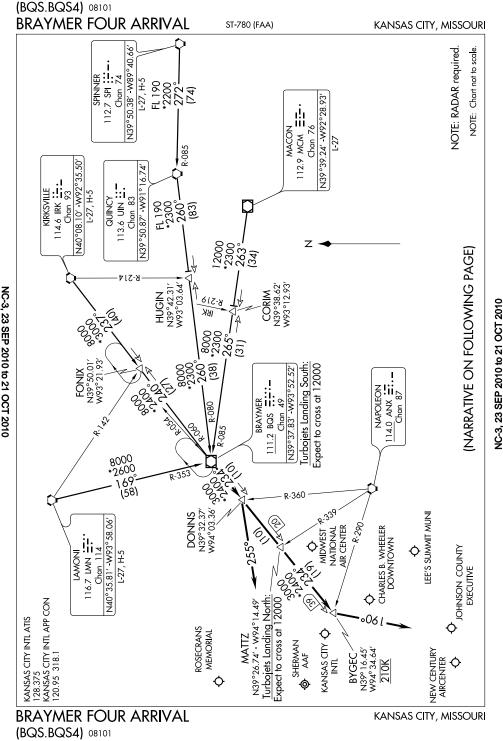
Parachute Jumpina Area

pits in surface cracks. Rwy 18-36 multiple pot holes entire length of rwy marked by small survey flags. Rwy 04-22 NSTD LIRL, spacing of rwy lgts varies from 240-250', 6 thld lgts located 20' NE of Rwy 22 thld, all thld lgts incorrect spacing. Sport aviation activities in progress on weekends. ACTIVATE LIRL Rwy 04-22-CTAF.

KANSAS CITY CENTER APP/DEP CON 135.575 RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

COMMUNICATIONS: CTAF/UNICOM 122.7

NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73′ W94°07.73′ 047° 11.6 NM to fld. 878/7E.



ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via

BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

<u>ALL OTHER AIRPORTS:</u> From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

(JHAWK.JHAWK6) 08101 ST-780 (FAA) JHAWK SIX ARRIVAL KANSAS CITY, MISSOURI KANSAS CITY INTL ATIS 128.375 KANSAS CITY APP CON 120.95 318.1 ROSECRANS • MEMORIAL KANSAS CITY 113.25 MCI = --Chan 79(Y) MIDWEST SHERMAN NATIONAL AAF **RUGBB** AIR CENTER 💍 N39°00.41′ W95°08.15′ TOPEKA 117.8 TOP Turbojets landing South: KANSAS CITY INTL Chan 125 Expect to cross at 12000 Ó 3/00/3 R-081 NOAHS CHARLES B. WHEELER N 39°10.44′ W 94°53.82′ **DOWNTOWN** LEE'S SUMMIT MUNI 210K 060 3700 JOHNSON COUNTY **EXECUTIVE** NEW CENTURY JOHNSON COUNTY HOOZE **AIRCENTER** N38°53.70′ 113.0 OJC W95°17.66' Chan 77 **JHAWK** N38°48.33′ W95°25.26′ Turbojets landing North: Expect to cross at 12000 **EMPORIA** 112.8 EMP : -Chan 75 N38° 17.47′ W96° 08.29′ L-10-15 3100 002° (71) CHANUTE N37°37.57′ W95°35.61′ L-10-15

JHAWK SIX ARRIVAL

NOTE: RADAR required.

NOTE: Chart not to scale

NC-3, 23 SEP 2010 to 21 OCT 2010

KANSAS CITY, MISSOURI

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 23 SEP 2010 to 21 OCT 2010

(JHAWK.JHAWK6) 08101

ARRIVAL DESCRIPTION

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence.

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via headina

060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence... Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 0.10° Thence.

heading 010°. Thence...

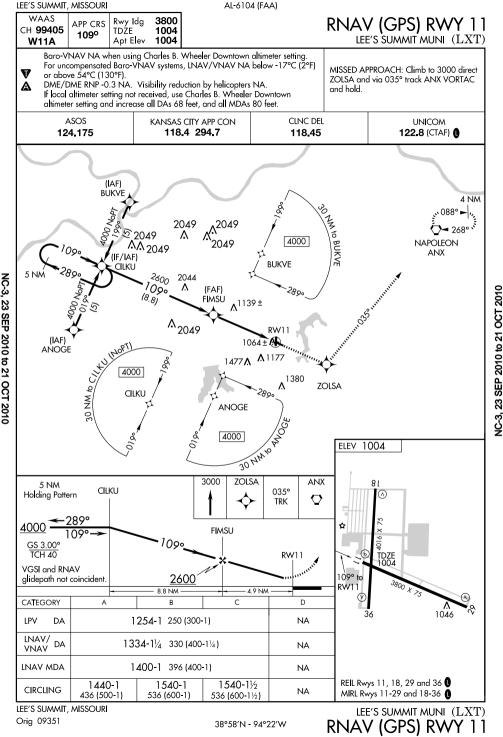
LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence

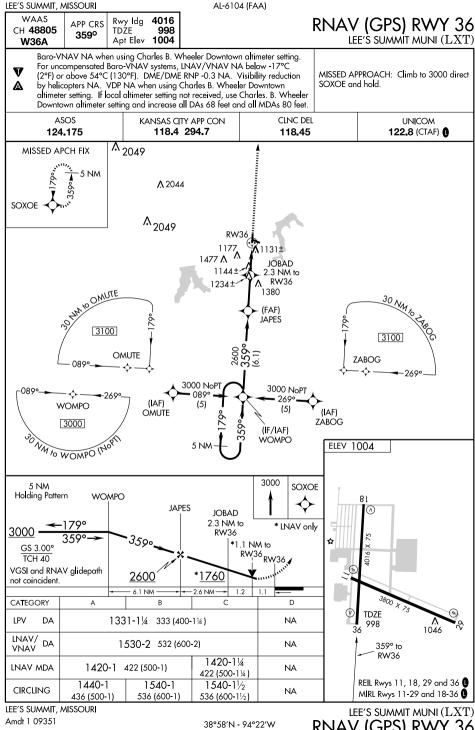
nence...

....Expect radar vectors to final approach course.



LEE'S SUMMIT, MISSOURI Amdt 1 09351

LEE'S SUMMIT MUNI (LXT) 38°58'N - 94°22'W RNAV (GPS) RWY 18



(RBA.RBA3) 08101

KANSAS CITY, MISSOURI



ROBINSON THREE ARRIVAL KANSAS CITY INTL ATIS 128 375 OMAHA KANSAS CITY APP CON FORT DODGE 116.3 OVR :::-120.95 318.1 113.5 FOD :::-Chan 110 Chan 82 N41°10.04′ W95°44.20 N42°36.67′ W94°17.69′ L-10-12, H-5 L-12. H-5 88 KARAA HILDE N40°16.38′ W95°15.39′ N40°15.23′ W95°31.06′ ROBINSON NC-3, 23 SEP 2010 to 21 OCT 2010 R-079 108.2 RBA :-:· Chan 19 N39°51.05′ W95°25.38′ Turbojets Landing South: Expect to cross at 12000 ST. JOSEPH PAWNEE CITY 115.5 STJ <u>:--</u> Chan 102 112.4 PWE :== Chan 71 N40°12.02′ W96°12.38′ **ROSECRANS** L-10, H-5 MEMORIAL JUDAA-N39°41.31′ W95°15.18′ PEGGI N39°34.19 W95°07.75' **MIDWEST** Turbojets Landing North: NATIONAL SHERMAN Expect to cross at 12000 AIR CENTER AAF KANSAS CITY INTL **HUGGY** N39°18.07' CHARLES B. WHEELER W94°51.07′ **DOWNTOWN** 210K LEE'S SUMMIT MUNI NOTE: RADAR required. NOTE: Chart not to scale. **NEW CENTURY** JOHNSON COUNTY (NARRATIVE ON FOLLOWING PAGE)

ROBINSON THREE ARRIVAL

KANSAS CITY, MISSOURI

EXECUTIVE

AIRCENTER 🖒

NC-3, 23 SEP 2010 to 21 OCT 2010

(RBA.RBA3) 08101

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via

heading 110°. Thence....

Rwys 9 27: From over RBA VOR/DME via RBA R-137 to ILIDAA INT. Thence

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT.

Thence...

. . . . Expect radar vector to final approach course.

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

TYGER SIX ARRIVAL (TYGER.TYGER6) 08101

ST-780 (FAA)

KANSAS CITY, MISSOURI

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°.

Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence... Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via

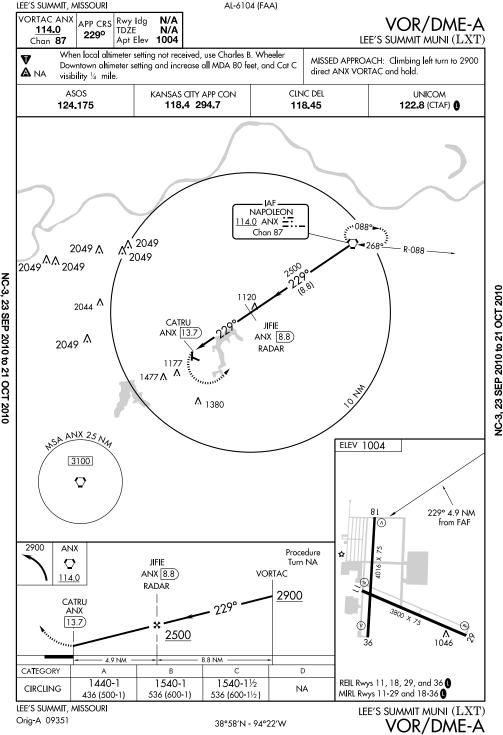
heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.



216

(LXT)

RWY 18: REIL, VASI(V4L)-GA 3.5° TCH 31'. RWY 36: REIL, VASI(V4L)-GA 3.5° TCH 31', Rgt tfc.

LEE'S SUMMIT MUNI

В **S4**

RWY 18-36: H4016X75 (CONC)

RWY 11-29: H3800X75 (CONC)

MISSOURI

3 N

FUEL 100LL, JET A. MOGAS

UTC-6(-5DT)

S-30, D-30

S-30, D-30

CLNC DEL 118.45

Chan 87

OX 4

MIRL

(R) KANSAS CITY APP/DEP CON 118.4 NAPOLEON (L) VORTACW 114.0 ANX

LEWIS CO RGNL

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

RWY 29: REIL. PAPI(P4R)-GA 3.0° TCH 40'.

RWY 11: REIL. PAPI(P4L)-GA 3.0° TCH 45'. Rgt tfc.

AIRPORT REMARKS: Attended 1130Z‡-dusk; attended 1 hr after sunset, Wildlife on and invof arpt. When winds are less than 5

knots use Rwv 18. Apch ends of Rwv 18. Rwv 36 and Rwv 29 are not mutually visible due to terrain and trees. No rgt turns under 2500' or within 3 miles of the arpt when departing on Rwy 29. No left turns under 1500' or within ½ mile of the end of the rwy

when departing on Rwy 18. No left turns under 2500' or within 3 miles of the arpt departing on Rwy 36. For acft under 6,000 lbs TPA 1804(800); acft over 6,000 lbs TPA 2504(1500). MIRL Rwy 11-29 and Rwy 18-36 preset on low ints dusk-0400Z‡, for

higher ints after 0400Z‡ ACTIVATE—CTAF. For REIL Rwy 18, Rwy 36, Rwy 11 and Rwy 29-CTAF. PAPI Rwy 11 and Rwy 29 and

N39°05.73′ W94°07.73′

N38°57.58' W94°22.28'

TPA—See Remarks

ß 1016 36 ß €3 *(*3 ß €3

227° 14.0 NM to fld. 878/7E.

KANSAS CITY

KANSAS CITY

L-27A

IAP

NOTAM FILE LXT

KANSAS CITY

I-101 A

IAP. AD

LEXEY N39°23.22′ W94°40.62′ NOTAM FILE MCI.

VASI Rwy 18 and Rwy 36 on continuously.

WEATHER DATA SOURCES: ASOS 124.175 (816) 347-9807.

NDB (LOM) 275 DY 193° 5.6 NM to Kansas City Intl.

LEXINGTON MUNI (4K3) 3 NW UTC-6(-5DT)

(See MONTICELLO)

N39°12.59' W93°55.66' 691 B NOTAM FILE COU

RWY 13-31: 3100X125 (TURF) RWY 13: P-line. RWY 31: Road.

RWY 04-22: H2925X40 (ASPH) LIRL (NSTD) RWY 04: P-line. RWY 22: Trees.

RWY 18: Trees

RWY 18-36: 2250X125 (TURF)

RWY 36: Road.

AIRPORT REMARKS: Attended Mon-Fri 1500Z‡-dusk, Sat-Sun

1400Z‡-dusk. Parachute Jumping. Birds invof arpt during spring rains and flooding. Ultralight activity and radio controlled airplanes on and invof arpt. Trees in rwy visibility zone between Rwy 22 end

and Rwy 13 end. NSTD rwy safety area byd Rwy 22, Rwy 13, Rwy 18, and Rwy 31 ends, incorrect terrain grades, insufficient length, ditch, brush, trees, pole, crops. Rwy 22 +1-50' tall trees and brush first 1,000' of Rwy 22, 86-250' N of rwy pavement edge and 100-250' S of rwy payement edge. Rwy 04-22 rough large

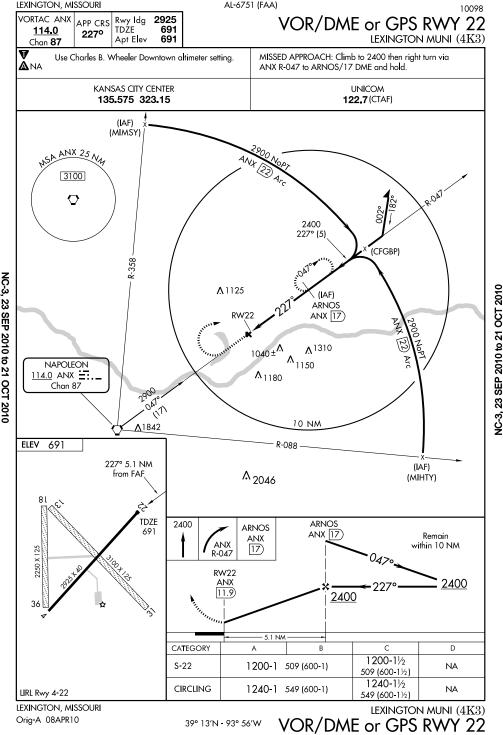
Parachute Jumpina Area

pits in surface cracks. Rwy 18-36 multiple pot holes entire length of rwy marked by small survey flags. Rwy 04-22 NSTD LIRL, spacing of rwy lgts varies from 240-250', 6 thld lgts located 20' NE of Rwy 22 thld, all thld lgts incorrect spacing. Sport aviation activities in progress on weekends. ACTIVATE LIRL Rwy 04-22-CTAF.

KANSAS CITY CENTER APP/DEP CON 135.575 RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

COMMUNICATIONS: CTAF/UNICOM 122.7

NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73′ W94°07.73′ 047° 11.6 NM to fld. 878/7E.



MISSOURI 218

MACON-FOWER MEM (K89) 1 SE UTC-6(-5DT) N39°43.72′ W92°27.87′ 874 B FIIFI 10011 NOTAM FILE COLL RWY 02-20: H3300X60 (ASPH) S_{-125} MIRI

RWY 02: P-line. Rgt tfc. RWY 20. Trees

AIRPORT REMARKS: Attended 1400-23007† For syc after hrs call

660-676-2339 or 660-676-4664. Crop dusting acft on and invof

arpt, Apr-Oct, Ultralight activity on and invof arpt, Deer on rwy at

early and late hrs. ACTIVATE MIRL Rwv 02-20-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8

RC0 122.1R 112.9T (COLUMBIA RADIO) KANSAS CITY CENTER APP/DEP CON 125.25 RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

MALDEN RGNL

(L) VORTAC 111.2

(I) VNR/NMF 112 9 MCM Chan 76 009° 4.6 NM to fld. 870/6E.

63 CO CO €3 ?₹ Residential Area N39°39 24' W92°28 93' €3

KANSAS CITY

I-27A

ΙΔΡ

S2 FUEL 100LL, JET A+ R NOTAM FILE STL RWY 18-36: H5011X75 (ASPH) S-33. D-48 MIRI

RWY 18: Rgt tfc. RWY 14-32: H4999X80 (ASPH) S-33. D-48 MIRI

RWY 14: REIL. Rgt tfc. RWY 32: REIL. PAPI(P4R)-GA 3.0° TCH 41'. Road. AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z±, 100LL 24hr card

(MAW) 3 N UTC-6(-5DT)

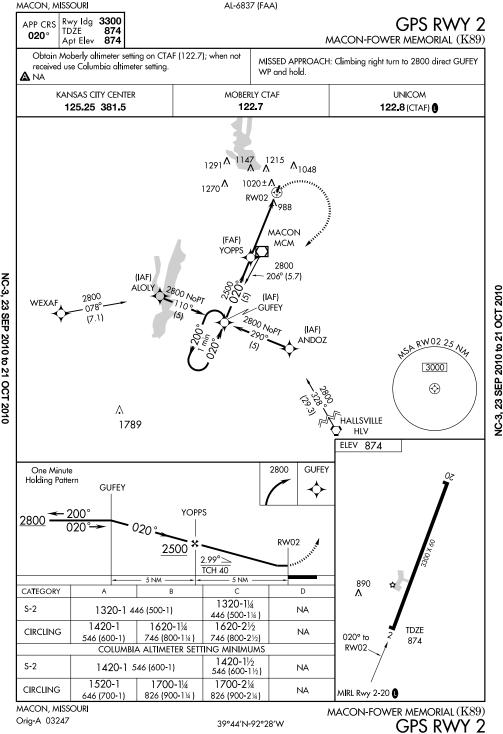
reader. Jet A full syc fuel truck. After hrs call for Jet A FBO cell phone 573-776-4406. Crop dusting acft on and invof arpt. Model acft activity on old CLSD rwys. 24 hr access to pilots lounge. Enter UNICOM on lock for access. Irrigation system may be operating within 300' of Rwy 18 and Rwy 32 ends and sides.

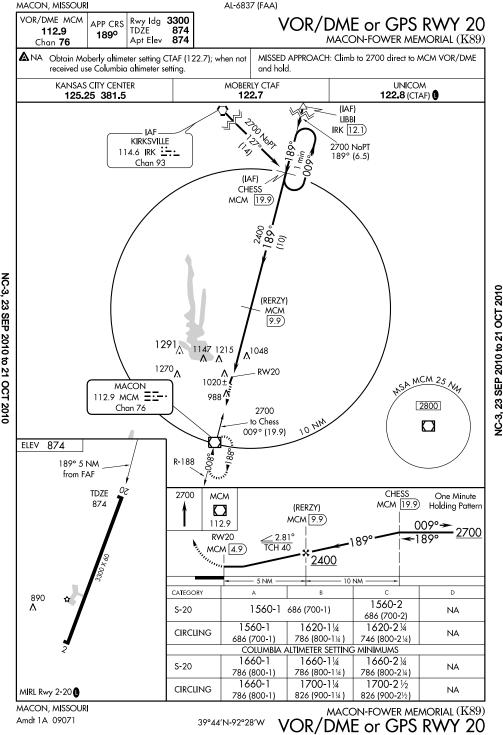
ACTIVATE MIRL Rwv 14-32 and Rwv 18-36, REIL Rwv 14 and Rwv 32 and PAPI Rwy 32-CTAF. WEATHER DATA SOURCES: AWOS-3 119.825 (573) 276-9970. COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 122.1R 111.2T (ST LOUIS RADIO)

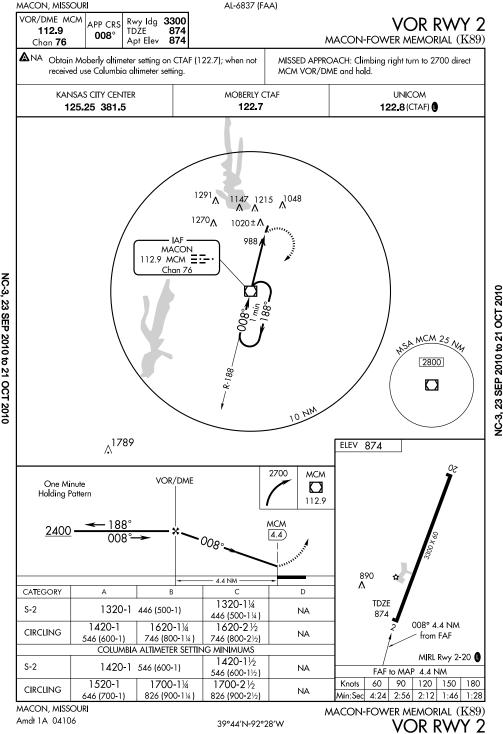
MEMPHIS CENTER APP/DEP CON 133.65 RADIO AIDS TO NAVIGATION: NOTAM FILE STI MAW Chan 49 N36°33.31' W89°54.69' 300° 4 7 NM to fld 280/3F

N36°35.89′ W89°59.55′ ST LOUIS H-6J, L-16H IAP

> Golf Course







MISSOURI 218

MACON-FOWER MEM (K89) 1 SE UTC-6(-5DT) N39°43.72′ W92°27.87′ 874 B FIIFI 10011 NOTAM FILE COLL RWY 02-20: H3300X60 (ASPH) S_{-125} MIRI

arpt, Apr-Oct, Ultralight activity on and invof arpt, Deer on rwy at

Chan 76

S-33. D-48

RWY 02: P-line. Rgt tfc. RWY 20. Trees

(I) VNR/NMF 112 9

S2

RWY 18-36: H5011X75 (ASPH)

R

RWY 18: Rgt tfc.

(L) VORTAC 111.2

AIRPORT REMARKS: Attended 1400-23007† For syc after hrs call

660-676-2339 or 660-676-4664. Crop dusting acft on and invof

early and late hrs. ACTIVATE MIRL Rwv 02-20-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8 RC0 122.1R 112.9T (COLUMBIA RADIO) KANSAS CITY CENTER APP/DEP CON 125.25 RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NOTAM FILE STL

MIRI

MALDEN RGNL (MAW) 3 N UTC-6(-5DT) N36°35.89′ W89°59.55′ FUEL 100LL, JET A+

MCM

009° 4.6 NM to fld. 870/6E.

CO CO €3 ?₹ Residential Area N39°39 24' W92°28 93' €3 ST LOUIS

KANSAS CITY

H-6J, L-16H

IAP

I-27A

ΙΔΡ

63

RWY 14-32: H4999X80 (ASPH) S-33. D-48 MIRI RWY 14: REIL. Rgt tfc. RWY 32: REIL. PAPI(P4R)-GA 3.0° TCH 41'. Road. AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z±, 100LL 24hr card

reader. Jet A full syc fuel truck. After hrs call for Jet A FBO cell phone 573-776-4406. Crop dusting acft on and invof arpt. Model acft activity on old CLSD rwys. 24 hr access to pilots lounge. Enter UNICOM on lock for access. Irrigation system may be

operating within 300' of Rwy 18 and Rwy 32 ends and sides. ACTIVATE MIRL Rwv 14-32 and Rwv 18-36, REIL Rwv 14 and Rwv 32 and PAPI Rwy 32-CTAF. WEATHER DATA SOURCES: AWOS-3 119.825 (573) 276-9970. COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 111.2T (ST LOUIS RADIO) MEMPHIS CENTER APP/DEP CON 133.65 RADIO AIDS TO NAVIGATION: NOTAM FILE STI

300° 4 7 NM to fld 280/3F

MAW

Golf Course

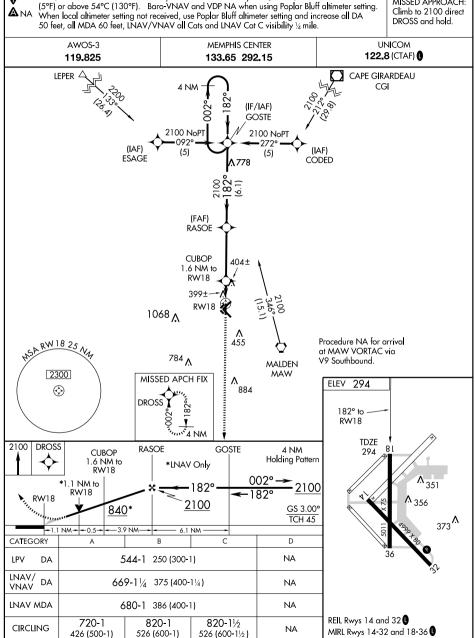
Chan 49 N36°33.31' W89°54.69'

36°36'N-90°00'W

RNAV (GPS) RWY 14

MISSED APPROACH: Climb to 2100 direct

10098



MALDEN, MISSOURI Amdt 1A 08APR10

NC-3, 23 SEP 2010 to 21 OCT 2010

MALDEN RGNL (MAW) RNAV (GPS) RWY 18 W32A

MISSED APPROACH: Climb to 2100 direct

NC-3, 23 SEP 2010 to 21 OCT 2010

DME/DME-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, V use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet, increase LPV all Cats, A NA LNAV/VNAV all Cats and LNAV Cat C visibilities ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) and above 54°C (130°F). Baro-VNAV and VDP NA when EPOPY and hold. using Poplar Bluff altimeter setting. AWOS-3 MEMPHIS CENTER UNICOM 122.8 (CTAF) 1 119.825 133.65 292.15 MISSED APCH FIX **EPOPY** LAKKR 4 NM Procedure NA for arrival 2,00 at MAW VORTAC via 1068 RW32 231° V9 northbound. (31,1) Λ_{399±} MALDEN 455 MAW 2100 145° (7.5) 1093 784 (IAF) FIVEK (FAF) 884 ILOSÉ 15A RW 32 25 NZ (IAF) (IF/IAF) WASKA 2300 JARKO **(** 294 ELEV HELMS 2100 **EPOPY** *LNAV Only 4 NM Holding Pattern **JARKO ILOSE** 8١ *1.3 NM to ۸ ₃₅₁ 317 **RW32** ۸ ₃₅₆ RW32 GS 3.00° 2100 TCH 41 373 [^] -1.3 4.2 NM 6 NM CATEGORY D **TDZE** LPV DA 581-1 289 (300-1) NA 292 LNAV/ DA 698-11/2 406 (500-11/2) NA 317° to VNAV RW32 740-11/4 LNAV MDA 740-1 448 (500-1) NA 448 (500-11/4) REIL Rwys 14 and 32 (

740-1

446 (500-1)

CIRCLING

Amdt 1 22OCT09

NC-3, 23 SEP 2010 to 21 OCT 2010

MALDEN RGNL (MAW) RNAV (GPS) RWY 32 36°36′N-90°00′W

820-11/2

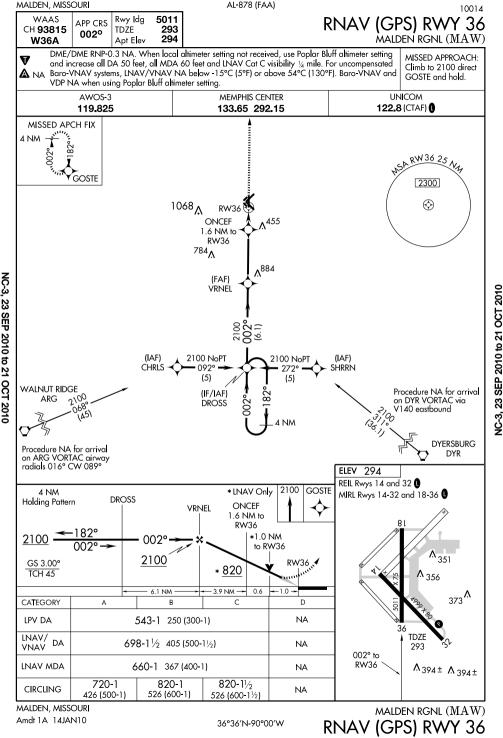
526 (600-11/2)

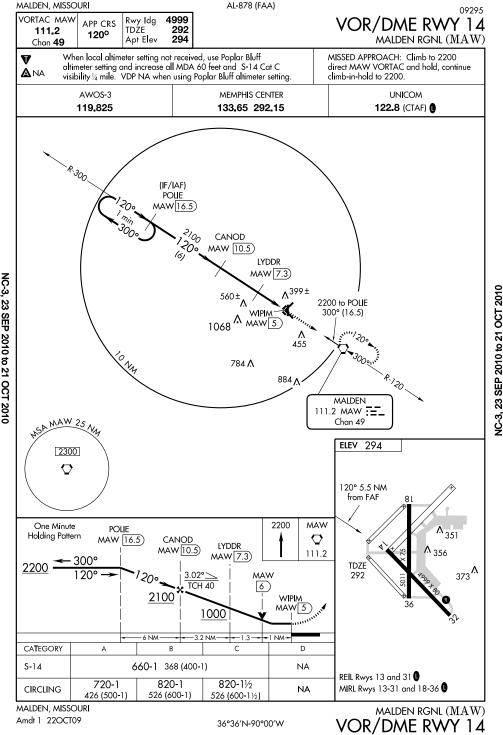
NA

820-1

526 (600-1)

MIRL Rwys 14-32 and 18-36 1





KANSAS CITY

L-16G

ST LOUIS

KANSAS CITY

MISSOURI

N37°01.41'

N39°05.73′ W93°12.17′

MANSFIFI D MIINI (Ø3B) 2 NW UTC-6(-5DT) N37°07.61' W92°37.30' 1500 B NOTAM FILE COU RWY 07-25: H3000X50 (ASPH) S-12.5 MIRL (NSTD)

RWY 07: VASI(V2L)-GA 3.0° TCH 31', Trees. RWY 25: VASI(V2L)-GA 3.0° TCH 25'. Trees.

AIRPORT REMARKS: Unattended, Deer and other wildlife on and invof

DOGWOOD (L) VORTAC 109.4 DGD Chan 31

W92°52.62' 057° 13.7 NM to fld. 1600/6E.

arpt, Rwy 07 VASI OTS indef, Rwy 25 VASI OTS indef, NSTD MIRL. incorrect spacing of thid lgts at each rwy end. Rwy 07-25 NSTD MIRL OTS indef. COMMUNICATIONS: CTAF 122 9 RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

€3 03 03 G G G G C3 0 दार्दि B OB യയ ന[്] 0 0 0 0 O C KANSAS CITY

MAPLES N37°35.45′ W91°47.32′. NOTAM FILE COU. (L) VORTAC 113.4 MAP Chan 81 292° 19.1 to Waynesville-ST. Robert Rgnl Forney Fld. 1370/6E. HIWAG-16G

RCO 122.1R 113.4T (COLUMBIA RADIO)

TWIN CITY AIRPARK 1 W UTC-6(-5DT) N37°18.79' W89°59.68' NOTAM FILE STL

MARBLE HILL

RWY 12-30: 2600X70 (TURF) LIRL (NSTD) RWY 12: Trees. RWY 30: Trees.

AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Crops are located very close to rwy edges. NSTD rwy safety

areas byd each rwy end, insufficient length, incorrect terrain grades, fence, ditch, brush, small trees, Rwy 12-30

marked with large yellow cones between lgts. Rwy 12-30 NSTD rwy lgts, incorrect spacing and insufficient number of edge and thid lgts. ACTIVATE LIRL Rwv 12-30-122.8.

COMMUNICATIONS: CTAF 122.9 MARSHALL MEM MUNI

(MHL) 2 S UTC-6(-5DT) FUEL 100LL, JET A1+ NOTAM FILE COU RWY 18-36: H5006X75 (ASPH-AFSC) S-12.5. D-15.6

RWY 18: PAPI(P4R)-GA 3.0° TCH 39'. Thid dspicd 199'. Trees. RWY 36: PAPI(P4R)-GA 3.0° TCH 36'. RWY 09-27: 3320X150 (TURF) RWY 09: P-line. Rgt tfc.

yellow cones. ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36-CTAF. WEATHER DATA SOURCES: AWOS-3 118.675 (660) 886-9130. COMMUNICATIONS: CTAF/UNICOM 122.8

dsplcd thld lights at Rwy 18 end. Rwy 09-27 marked with large

AIRPORT REMARKS: Attended Apr-Sep 1200-2300Z‡, Oct-Mar 1300-2300Z‡, Fuel 100LL and JET A1+ avbl 24 hrs. Sprayer acft on and invof arpt. Rwy 18-36 NSTD MIRL-incorrect color of

R WHITEMAN APP CON 127.45 (Opr 24 hrs from Mon 1300Z‡ thru Sat 0500Z±, Sat-Sun 1400-2300Z±, clsd holiday) other times ctc.

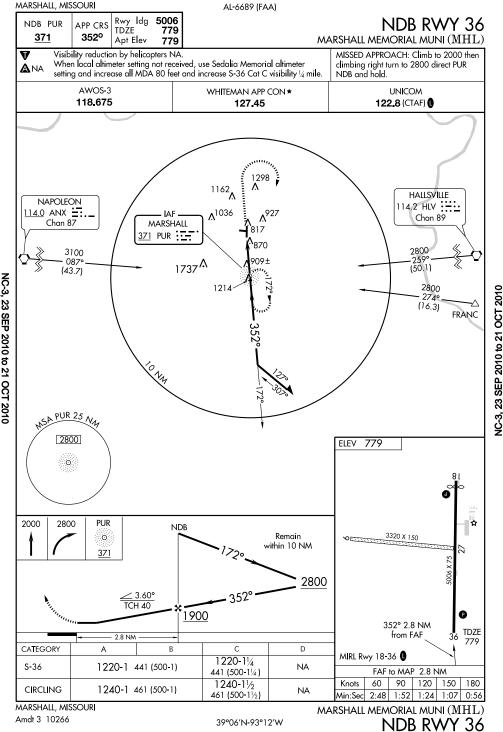
R KANSAS CITY CENTER APP/DEP CON 135.575 R DEP CON 125.925 (Opr 24 hrs from Mon 1300Z‡ thru Sat 0500Z‡,

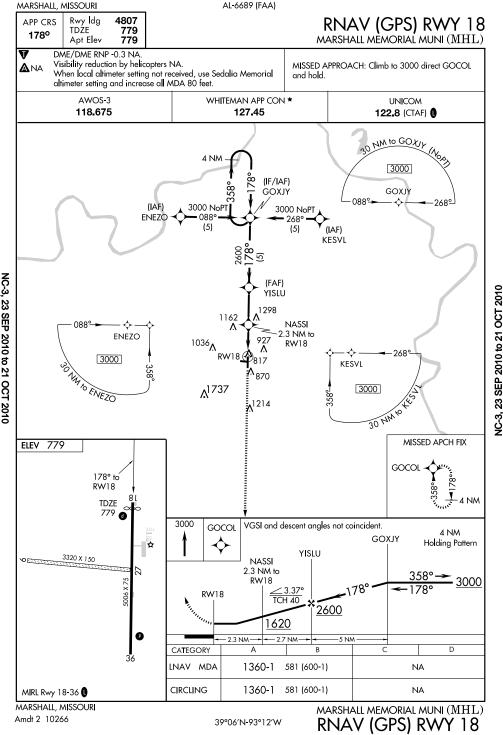
PUR N39°02.52′ W93°11.75′ 351° 3.2 NM to fld.

Sat-Sun 1400-2300Z‡, clsd holidays) other times ctc. (R) KANSAS CITY CENTER APP/DEP CON 135.575 RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NAPOLEON (L) VORTACW 114.0 ANX

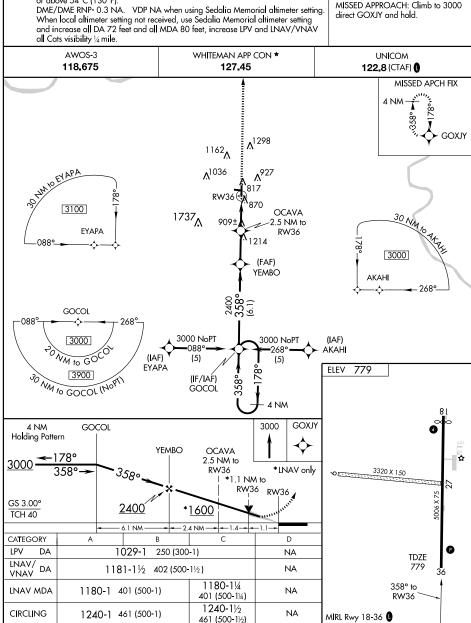
H-5D, L-27A IAP Residential Residential Area 3320 X 150 2 36 Chan 87 N39°05.73′ W94°07.73′ 083° 43.3 NM to fld. 878/7E.





For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) \triangle NA or above 54°C (130°F) When local altimeter setting not received, use Sedalia Memorial altimeter setting

NC-3, 23 SEP 2010 to 21 OCT 2010



MARSHALL, MISSOURI Amdt 2 10266

MISSOURI 220

MARYVILLE

NORTHWEST MISSOURI RGNL (EVU) 2 W UTC-6(-5DT) N40°21.20′ W94°55.00′

1145 B S4 FUEL 100LL NOTAM FILE COU

RWY 14-32: H4600X75 (CONC) S-12 5

RWY 14: REIL, PAPI(P4L)-GA 3.0° TCH 34'.

RWY 32: REIL, PAPI(P4L)-GA 3.0° TCH 34'.

AIRPORT REMARKS: Attended 1400-0100Z±. NSTD wind tee. OTS indef.

MIRL Rwy 14-32 preset on low ints, to increase ints and

ACTIVATE REIL and PAPI Rwy 14 and Rwy 32-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.225 (660) 562-9980. COMMUNICATIONS: CTAF/UNICOM 122.8

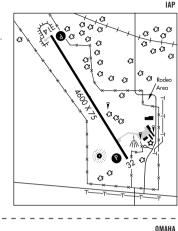
MINNEAPOLIS CENTER APP/DEP CON 119 6

RADIO AIDS TO NAVIGATION: NOTAM FILE STJ.

ST JOSEPH (H) VORTAC 115.5 STI Chan 102 N39°57 64'

W94°55 51' 353° 23.5 NM to fld. 1160/8E. EMVILLE NDB (MHW) 317 EVU N40°20.90′ W94°54.93′

fld. Unmonitored. Unusable byd 15 NM, NOTAM FILE COU.



пмана

L-10J

RANKIN (78Y) 3 SE UTC-6(-5DT) N40°20.90′ W94°50.08′ 976 FUEL 100LL TPA-1776(800) NOTAM FILE COU

RWY 17-35: 3050X25 (CONC-GRVL-TURE-ASPH CHIPS) LIRL (NSTD)

RWY 35: Road.

RWY 17: Thid dsplcd 735'. P-line.

AIRPORT REMARKS: Attended 1400Z‡-dark. Ultralight activity on and invof arpt. Rwy 17-35 width variance 25'-60'. Rwy 17-35 first 630' of Rwy 17 gryl/turf 60' wide, next 1300' conc/turf, conc 14' wide, 18' turf on each side. last 1120' gryl/turf/asph chips 15-25' wide, 12.5'-17.5' turf on each side, Rwy 17-35 NSTD LIRL, rwy lgts on part of E and W side at various distances, no thid or dsplcd thid lgts. For LIRL Rwy 17-35 call 660-582-3791. Rwy 17 dsplcd thid marked with 5 tires on each side of rwy.

COMMUNICATIONS: CTAF/UNICOM 122.8 MEMPHIS MEM

(Ø3D) 3 SW UTC-6(-5DT) N40°26 83' W92°13 62'

FUEL 100LL NOTAM FILE COU RWY 12-30: H3300X60 (CONC) S-12.5

RWY 12. Pole RWY 30: Trees.

AIRPORT REMARKS: Unattended, For fuel call 660-465-2611, Rwy

12-30 isolated areas with longitudinal cracking. Radio controlled

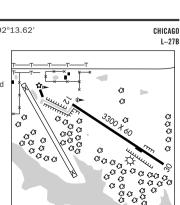
model planes on and invof arpt. COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE IRK.

KIRKSVILLE (H) VORTAC 114.6 IRK Chan 93 N40°08.10'

W92°35.50′ 036° 25.1 NM to fld.

2AWIH

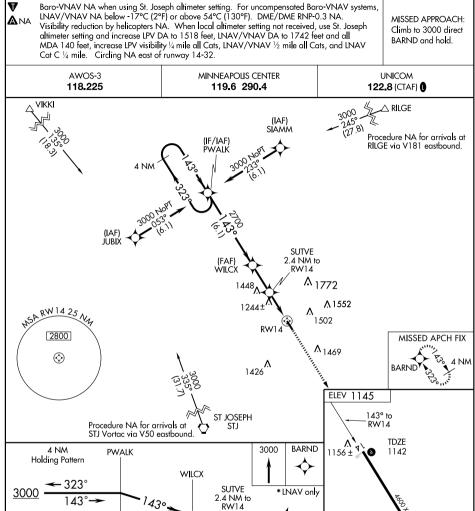


WAAS 4600 APP CRS Rwy Ida CH **72807** 1142 TDŹE 143° W14A Apt Elev 1145

RNAV (GPS) RWY 14

NC-3, 23 SEP 2010 to 21 OCT 2010

MARYVILLE/NORTHWEST MISSOURI RGNL (EVU)



*1900

-2.3 NM→

С

 $1600-11/_{2}$

455 (500-11/2)

40°21′N-94°55′W

-2.4 NM+

2700 6.1 NM

1392-1 250 (300-1)

1616-13/4 474 (500-13/4)

1500-1 358 (400-1)

1600-1

455 (500-1)

MARYVILLE, MISSOURI

GS 3.00° TCH 50

CATEGORY

LNAV/ DA

LNAV MDA

CIRCLING

LPV DA

NC-3, 23 SEP 2010 to 21 OCT 2010

D

NA

NA

NA

NA

MARYVILLE/NORTHWEST MISSOURI RGNL (EVU)RNAV (GPS) RWY 14

MIRL Rwy 14-32 (

REIL Rwy 14 and 32 1

1500 - 1

355 (400-1)

MARYVILLE, MISSOURI AL-6534 (FAA) 10210 4600 Rwy Idg RNAV (GPS) RWY 32 APP CRS TDŹE 1145 323° 1145 MARYVILLE/NORTHWEST MISSOURI RGNL (EVU) Apt Elev Baro-VNAV NA when using St. Joseph altimeter setting. For uncompensated Baro-VNAV V systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not **A**NA MISSED APPROACH: Climb to received, use St. Joseph altimeter setting and increase LNAV/VNAV DA to 1741 feet, 3000 direct PWALK and hold. and all MDA 140 feet, increase visibility LNAV/VNAV ¼ mile all Cats, LNAV Cat C ½ mile, and Circling Cat C ½ mile. VDP NA when using St. Joesph altimeter setting. Circling NA east of runway 14-32. AWOS-3 MINNEAPOLIS CENTER UNICOM 118.225 119.6 290.4 122.8 (CTAF) (KARMA MISSED APCH FIX **TRAIG** 1552 **PWALK** ۸₁₄₆₉ ۸¹⁴²⁶ (FAF) ZAREX RW32 25 Ny 2800 **(** (IF/IAF) BARND ELEV 1145 Procedure NA for arrivals at STJ ST JOSEPH VORTAC via V77 southwest bound. STJ 3000 **PWALK** 4 NM BARND Holding Pattern ZAREX *LNAV only 3000 *1.7 NM to RW32 RW32 GS 3.00° TCH 50 2700 →1.7 NM+ 3 NM 6.1 NM TDZE

MARYVILLE, MISSOURI Orig-A 01JUL10

MIRL Rwy 14-32

REIL Rwys 14 and 32 0

1145

323° to

RW32

NC-3, 23 SEP 2010 to 21 OCT 2010

MARYVILLE/NORTHWEST MISSOURI RGNL (EVU)RNAV (GPS) RWY 32

1720-11/2

575 (600-11/2)

1720-11/2

575 (600-11/2)

1615-13/4 470 (500-13/4)

1720-1 575 (600-1)

1720-1 575 (600-1)

NC-3, 23 SEP 2010 to 21 OCT 2010

D

NA

NA

NA

CATEGORY

LNAV MDA

CIRCLING

DA

LNAV/

VNAV

MISSOURI 221

MEXICO MEM (MYJ) 3 E UTC-6(-5DT) N39°09.45' W91°49.10' KANSAS CITY 823 B S4 FUEL 100LL, JET A, MOGAS NOTAM FILE STL H-5D, L-27B RWY 06-24: H5501X100 (CONC) S-30, D-37 MIRL 0.3% up SW IAP RWY 06: Pole. æ RWY 24: MALS. PAPI(P4L)-GA 3.0° TCH 40'. Dsplcd thld 371'. RWY 18-36: H3199X50 (ASPH-CONC) S-10 LIRI **(3** RWY 18: REIL. Pole. RWY 36: Tree. •• 3 ≥ 3 × 3 AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z‡, Sat 1400-2100Z‡, Sun 1600-2000Z‡. 24 hr credit card fuel system. For Jet A fuel after hrs call arpt manager 573-473-7758. Cropdusting acft on and invof arpt, MIRL Rwv 06-24 and LIRL Rwv 18-36 preset on low ints dusk-0200Z‡, after 0200Z‡ ACTIVATE LIRL Rwy 18-36, MIRL Rwy 06-24, PAPI Rwy 24, MALS Rwy 24,

N39°06.81'

MIRL

RWY 23: Road.

W92°07.69' 074° 14.7 NM to fld. 920/6E. LOC/DME 109.5 I-EYR Chan 32 Rwy 24. (See HAYTI)

WEATHER DATA SOURCES: AWOS-3 120.575 (573) 581-7868.

MIDWEST NATIONAL AIR CENTER (See MOSBY)

MISSISSIPPI CO (See CHARLESTON)

and REIL Rwv 18-CTAF.

COMMUNICATIONS: CTAF 122.9 MIZZU APP/DEP CON 124.375 RADIO AIDS TO NAVIGATION: NOTAM FILE COU. HALLSVILLE (L) VORTAC 114.2 HLV Chan 89

MID CONTINENT

MOBERLY

OMAR N BRADLEY

RWY 13-31: H5001X100 (ASPH)

(MBY) 3 N UTC-6(-5DT) N39°27.81' W92°25.58' 867 B FUEL 100LL, JET A NOTAM FILE COU

RWY 13: REIL. PAPI (P4L)-GA 3.0° TCH 40'. Thid dspicd 310'. RWY 31: REIL. PAPI (P4L)-GA 3.0° TCH 37'.

RWY 05-23: H3349X60 (ASPH) S-4 RWY 05: Thid dspicd 239'. Pole.

on and invof arpt. Rwy 05-23 numerous large cracks length of rwy. Rwy 13 VASI OTS indef. Rwy 31 VASI OTS indef. Rwy 13 REIL OTS indef. Rwv 31 REIL OTS indef. MIRL Rwvs 05-23 and 13-31 preset on low ints, to increase ints and ACTIVATE REIL Rwys 13

and 31-CTAF. WEATHER DATA SOURCES: AWOS-3 120.025 (660) 269-8028. COMMUNICATIONS: CTAF/UNICOM 122.7 MACON RCO 122.1R 112.9T (COLUMBIA RADIO)

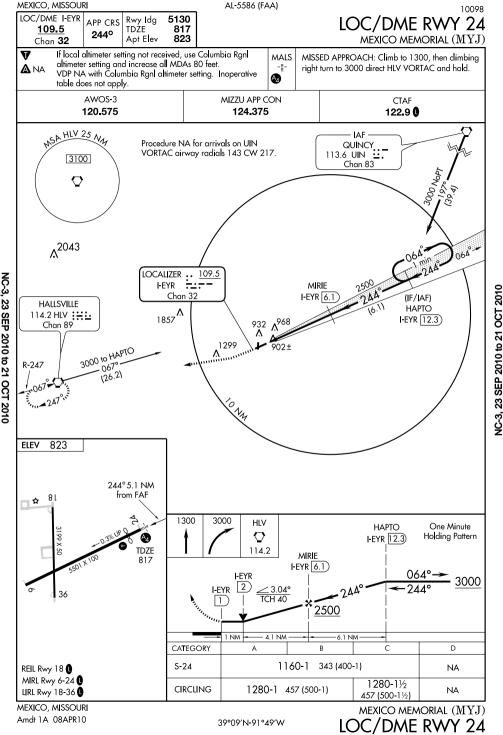
RADIO AIDS TO NAVIGATION: NOTAM FILE COLL MACON (L) VOR/DME 112.9 MCM Chan 76 N39°39.24'

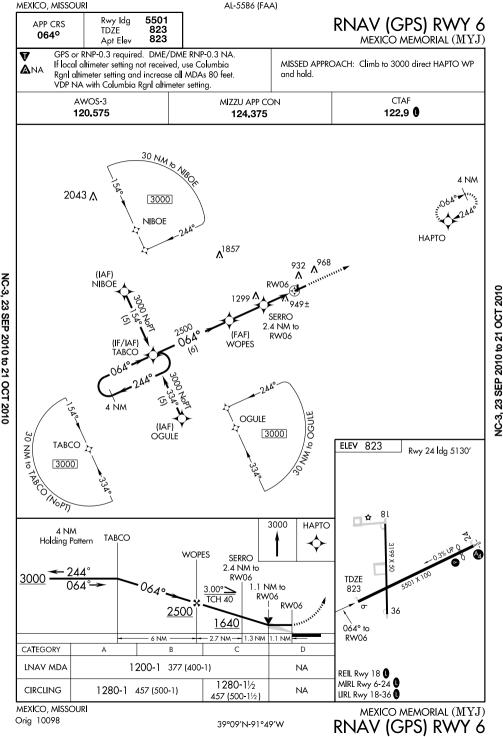
W92°28.93' 161° 11.7 NM to fld. 870/6E.

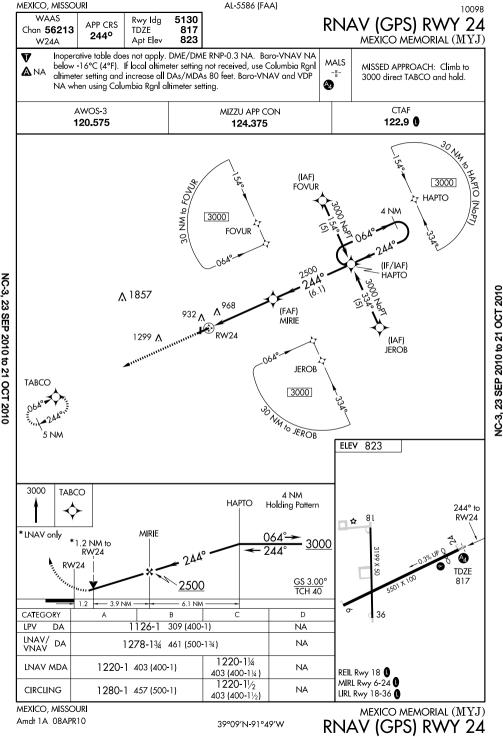
AIRPORT REMARKS: Attended 1400-2300Z‡, Sprayer and ultralight acft

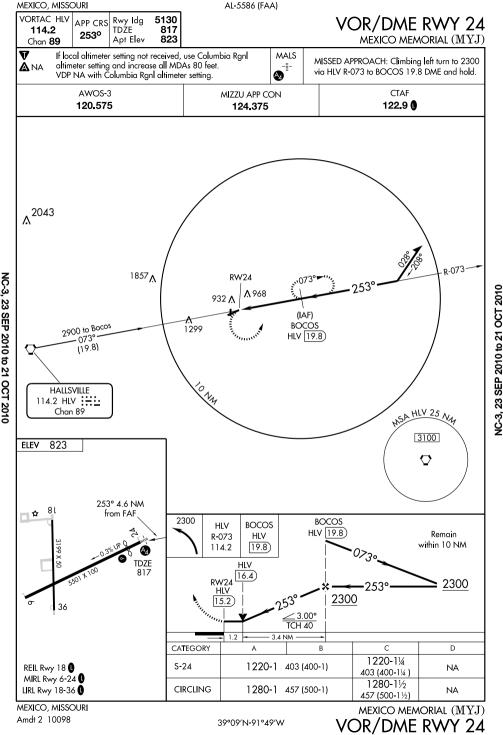
S-30, D-38

KANSAS CITY H-5D, L-27A IAP









MISSOURI 221

MEXICO MEM (MYJ) 3 E UTC-6(-5DT) N39°09.45' W91°49.10' KANSAS CITY 823 B S4 FUEL 100LL, JET A, MOGAS NOTAM FILE STL H-5D, L-27B RWY 06-24: H5501X100 (CONC) S-30, D-37 MIRL 0.3% up SW IAP RWY 06: Pole. æ RWY 24: MALS. PAPI(P4L)-GA 3.0° TCH 40'. Dsplcd thld 371'. RWY 18-36: H3199X50 (ASPH-CONC) S-10 LIRI **(3** RWY 18: REIL. Pole. RWY 36: Tree. •• 3 ≥ 3 × 3 AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z‡, Sat 1400-2100Z‡, Sun 1600-2000Z‡. 24 hr credit card fuel system. For Jet A fuel after hrs call arpt manager 573-473-7758. Cropdusting acft on and invof arpt, MIRL Rwv 06-24 and LIRL Rwv 18-36 preset on low ints dusk-0200Z‡, after 0200Z‡ ACTIVATE LIRL Rwy 18-36, MIRL Rwy 06-24, PAPI Rwy 24, MALS Rwy 24,

N39°06.81'

MIRL

RWY 23: Road.

W92°07.69' 074° 14.7 NM to fld. 920/6E. LOC/DME 109.5 I-EYR Chan 32 Rwy 24. (See HAYTI)

WEATHER DATA SOURCES: AWOS-3 120.575 (573) 581-7868.

MIDWEST NATIONAL AIR CENTER (See MOSBY)

MISSISSIPPI CO (See CHARLESTON)

and REIL Rwv 18-CTAF.

COMMUNICATIONS: CTAF 122.9 MIZZU APP/DEP CON 124.375 RADIO AIDS TO NAVIGATION: NOTAM FILE COU. HALLSVILLE (L) VORTAC 114.2 HLV Chan 89

MID CONTINENT

MOBERLY

OMAR N BRADLEY

RWY 13-31: H5001X100 (ASPH)

(MBY) 3 N UTC-6(-5DT) N39°27.81' W92°25.58' 867 B FUEL 100LL, JET A NOTAM FILE COU

RWY 13: REIL. PAPI (P4L)-GA 3.0° TCH 40'. Thid dspicd 310'. RWY 31: REIL. PAPI (P4L)-GA 3.0° TCH 37'.

RWY 05-23: H3349X60 (ASPH) S-4 RWY 05: Thid dspicd 239'. Pole.

on and invof arpt. Rwy 05-23 numerous large cracks length of rwy. Rwy 13 VASI OTS indef. Rwy 31 VASI OTS indef. Rwy 13 REIL OTS indef. Rwv 31 REIL OTS indef. MIRL Rwvs 05-23 and 13-31 preset on low ints, to increase ints and ACTIVATE REIL Rwys 13

and 31-CTAF. WEATHER DATA SOURCES: AWOS-3 120.025 (660) 269-8028. COMMUNICATIONS: CTAF/UNICOM 122.7 MACON RCO 122.1R 112.9T (COLUMBIA RADIO)

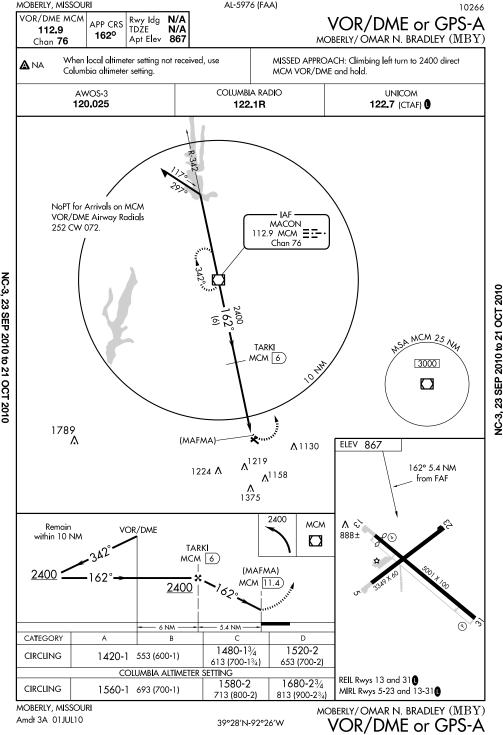
RADIO AIDS TO NAVIGATION: NOTAM FILE COLL MACON (L) VOR/DME 112.9 MCM Chan 76 N39°39.24'

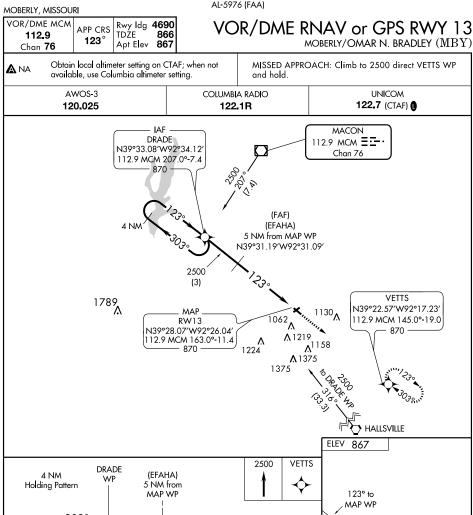
W92°28.93' 161° 11.7 NM to fld. 870/6E.

AIRPORT REMARKS: Attended 1400-2300Z‡, Sprayer and ultralight acft

S-30, D-38

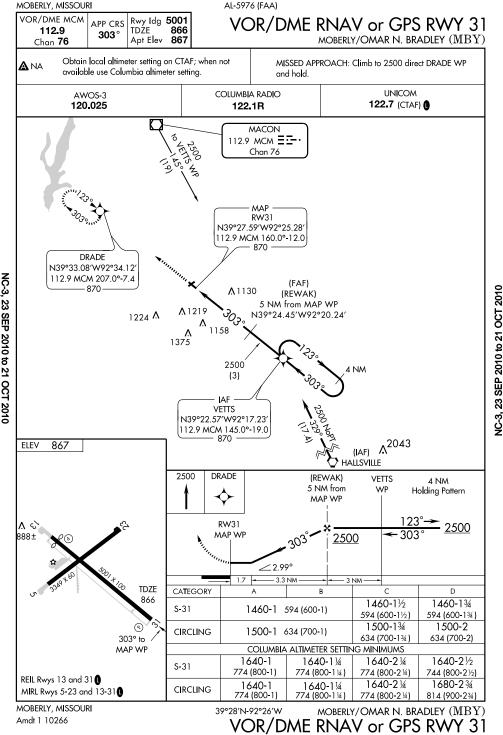
KANSAS CITY H-5D, L-27A IAP





2500 **RW13** Λ 2500 MAP WP 888± **TDZE** 2.99° \ 866 3 NM 3.7 NM CATEGORY D Α В 1320-11/4 1320-11/2 S-13 1320-1 454 (500-1) 454 (500-11/4) 454 (500-11/2) 1380-11/2 1500-2CIRCLING 1380-1 514 (600-1) (0) 634 (700-2) 514 (600-11/2) COLUMBIA ALTIMETER SETTING MINIMUMS 1500-2 1500-134 S-13 1500-1 634 (700-1) 634 (700-2) 634 (700-134) REIL Rwys 13 and 31 1540 - 21680-23/ CIRCLING 1540-1 674 (700-1) MIRL Rwys 5-23 and 13-31 674 (700-2) 814 (900-234 MOBERLY, MISSOURI MOBERLY/OMAR N. BRADLEY (MBY) 39°28′N-92°26′W

23 SEP 2010 to 21 OCT 2010



RWY 18: REIL. PAPI(P4L)-GA 3.0°. TCH 40'. Ground. RWY 36: MALSF. REIL. PAPI(P4L)-GA 3.0°. TCH 39'. Trees. AIRPORT REMARKS: Attended continuously, Self syc fuel avbl 24 hrs. Wildlife and ultralights on and invof arpt. Rwy 18-36-60' x 475' asph safety area N of Rwy 18 thld. Asph twy sections not full strength, Rwy 36 REIL, OTS indef, ACTIVATE MIRL Rwy 18-36.

FUEL 100LL, JET A NOTAM FILE COU

S-30

5 W UTC-6(-5DT) N36°54.37′ W94°00.77′

(K52)

Chan 83 N39°50.88'

LIRL (NSTD)

1 S

MIRL (NSTD)

MIRL 0.3% up N

Rwy 36 on 24 hrs. WEATHER DATA SOURCES: AWOS-3 118.275 (417) 476-2613.

222

MONETT MUNI

MONROE CITY

737 B S2

В

REIL Rwy 18 and Rwy 36, MALSF Rwy 36-CTAF. PAPI Rwy 18 and COMMUNICATIONS: CTAF/UNICOM 123.075

(R) SPRINGFIELD APP/DEP CON 124.95 CLNC DEL 121.85 RADIO AIDS TO NAVIGATION: NOTAM FILE COLL NEOSHO (H) VOR/DME 117.3 EOS Chan 120 W94°26.14' 072° 20.7 NM to fld. 1200/7E.

(HFJ)

RWY 18-36: H5000X75 (CONC)

COMM/NAV/WEATHER REMARKS: UNICOM unmonitored approximately 50% during daylight hrs.

CAPT. BEN SMITH AIRFIELD-MONROE CITY

RWY 09-27: H3516X50 (ASPH-RFSC)

ଫଫଫ ☼ ූ ය ය ය T_ €3 €3 Ø 63 36 0000

KANSAS CITY

H-6I, L-16F

KANSAS CITY

IAP

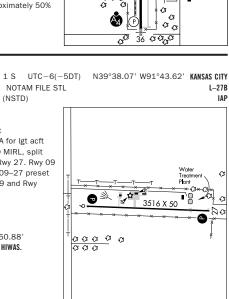
RWY 09: PAPI(P2L)-GA 3.0° TCH 35'. Road. RWY 27: REIL. PAPI(P2L)-GA 3.0° TCH 36'. Trees. AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z‡, Sat 1400-1800Z‡. Ultralight acft on and invof arpt. TPA for Igt acft 1537(800), turbo prop and jets 2237(1500). NSTD MIRL, split lenses of amber and white missing last 1,758' of Rwy 27, Rwy 09 VASI OTS indef. Rwy 27 VASI OTS indef. MIRL Rwy 09-27 preset low ints; to increase ints and ACTIVATE PAPI Rwy 09 and Rwy 27—CTAF COMMUNICATIONS: CTAF/UNICOM 122.8 KANSAS CITY CENTER APP/DEP CON 135.525 RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.

UIN

233° 24.4 NM to fld. 710/5E.

FUEL 100LL TPA—See Remarks

S-16



MONTGOMERY CITY MONTGOMERY-WEHRMAN (4MO) 4 NE UTC-6(-5DT) N39°00.75' W91°25.16'

FUEL 100LL NOTAM FILE STL

QUINCY (H) VORTAC 113.6

W91°16.74'

RWY 03-21: 2360X75 (TURF-GRVL) RWY 03: Trees. RWY 21: Trees.

AIRPORT REMARKS: Attended Mon-Sat continuously, Sun 1900-0600Z±, For LIRL Rwy 03-21 call arpt manager, Night

operations not recommended. Rwy 03-21 gravel portion 1360'X10'. Rwy 03-21 uneven sfc. NSTD rwy safety

COMMUNICATIONS: CTAF 122.9.

area byd each rwy end, incorrect grade and length, ditch at Rwy 21 thld, fence and trees at Rwy 03 thld. Rwy

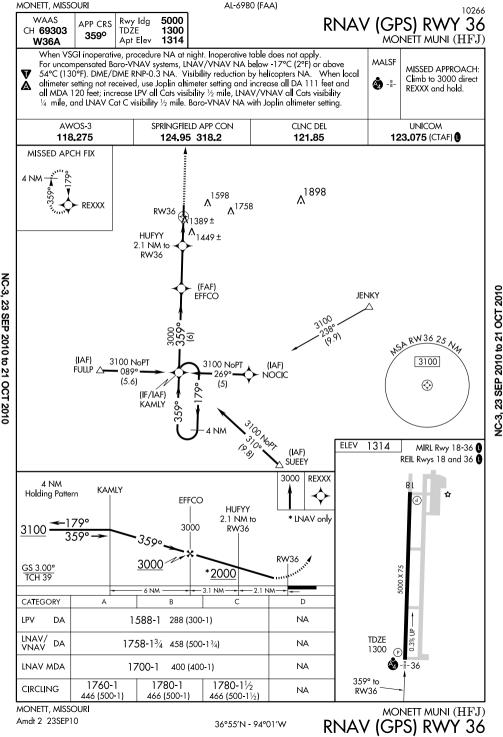
03-21, old tanks, trees and brush at various distances along east and west rwy edges in rwy object free area and primary surface. Numerous tall trees in approach and transitional surfaces at each rwy end. Rwy 03-21 NSTD LIRL, mounted on fence at various distances, no thid lgts.

MONTGOMERY-WEHRMAN (See MONTGOMERY CITY)

MONETT, MISSOURI Amdt 2 23SEP10

MONETT MUNI(HFJ) RNAV (GPS) RW

NC-3, 23 SEP 2010 to 21 OCT 2010



RWY 18: REIL. PAPI(P4L)-GA 3.0°. TCH 40'. Ground. RWY 36: MALSF. REIL. PAPI(P4L)-GA 3.0°. TCH 39'. Trees. AIRPORT REMARKS: Attended continuously, Self syc fuel avbl 24 hrs. Wildlife and ultralights on and invof arpt. Rwy 18-36-60' x 475' asph safety area N of Rwy 18 thld. Asph twy sections not full strength, Rwy 36 REIL, OTS indef, ACTIVATE MIRL Rwy 18-36.

FUEL 100LL, JET A NOTAM FILE COU

S-30

5 W UTC-6(-5DT) N36°54.37′ W94°00.77′

(K52)

Chan 83 N39°50.88'

LIRL (NSTD)

1 S

MIRL (NSTD)

MIRL 0.3% up N

Rwy 36 on 24 hrs. WEATHER DATA SOURCES: AWOS-3 118.275 (417) 476-2613.

222

MONETT MUNI

MONROE CITY

737 B S2

В

REIL Rwy 18 and Rwy 36, MALSF Rwy 36-CTAF. PAPI Rwy 18 and COMMUNICATIONS: CTAF/UNICOM 123.075

(R) SPRINGFIELD APP/DEP CON 124.95 CLNC DEL 121.85 RADIO AIDS TO NAVIGATION: NOTAM FILE COLL NEOSHO (H) VOR/DME 117.3 EOS Chan 120 W94°26.14' 072° 20.7 NM to fld. 1200/7E.

(HFJ)

RWY 18-36: H5000X75 (CONC)

COMM/NAV/WEATHER REMARKS: UNICOM unmonitored approximately 50% during daylight hrs.

CAPT. BEN SMITH AIRFIELD-MONROE CITY

RWY 09-27: H3516X50 (ASPH-RFSC)

ଫଫଫ ☼ ූ ය ය ය T_ €3 €3 Ø 63 36 0000

KANSAS CITY

H-6I, L-16F

KANSAS CITY

IAP

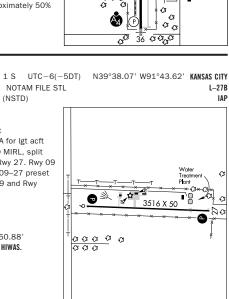
RWY 09: PAPI(P2L)-GA 3.0° TCH 35'. Road. RWY 27: REIL. PAPI(P2L)-GA 3.0° TCH 36'. Trees. AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z‡, Sat 1400-1800Z‡. Ultralight acft on and invof arpt. TPA for Igt acft 1537(800), turbo prop and jets 2237(1500). NSTD MIRL, split lenses of amber and white missing last 1,758' of Rwy 27, Rwy 09 VASI OTS indef. Rwy 27 VASI OTS indef. MIRL Rwy 09-27 preset low ints; to increase ints and ACTIVATE PAPI Rwy 09 and Rwy 27—CTAF COMMUNICATIONS: CTAF/UNICOM 122.8 KANSAS CITY CENTER APP/DEP CON 135.525 RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.

UIN

233° 24.4 NM to fld. 710/5E.

FUEL 100LL TPA—See Remarks

S-16



MONTGOMERY CITY MONTGOMERY-WEHRMAN (4MO) 4 NE UTC-6(-5DT) N39°00.75' W91°25.16'

FUEL 100LL NOTAM FILE STL

QUINCY (H) VORTAC 113.6

W91°16.74'

RWY 03-21: 2360X75 (TURF-GRVL) RWY 03: Trees. RWY 21: Trees.

AIRPORT REMARKS: Attended Mon-Sat continuously, Sun 1900-0600Z±, For LIRL Rwy 03-21 call arpt manager, Night

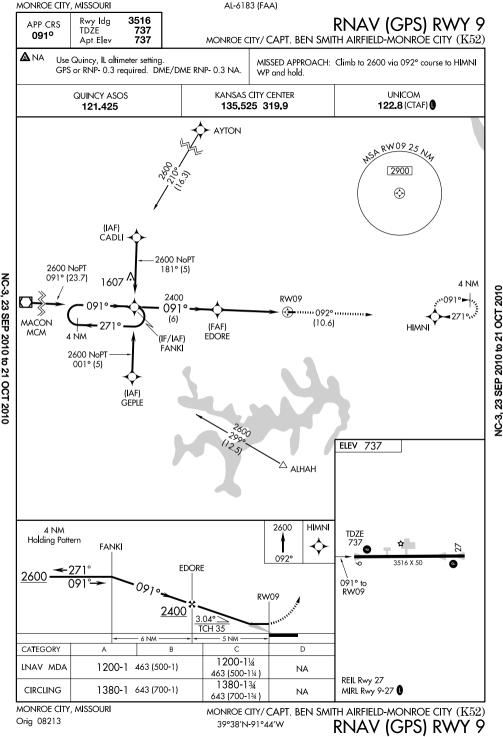
operations not recommended. Rwy 03-21 gravel portion 1360'X10'. Rwy 03-21 uneven sfc. NSTD rwy safety

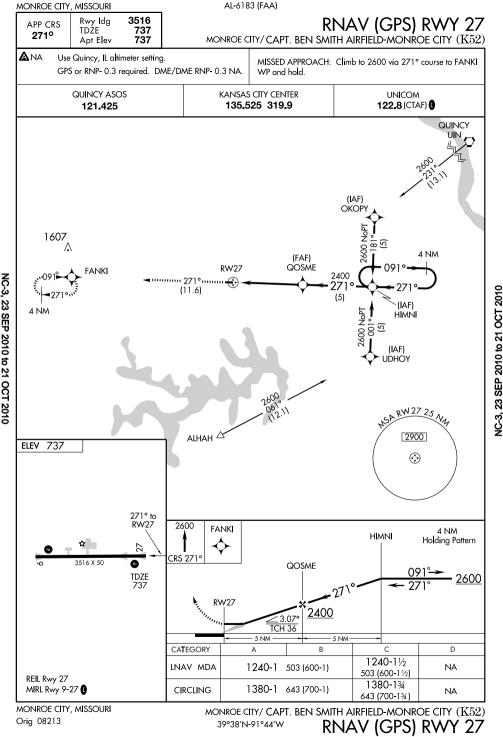
COMMUNICATIONS: CTAF 122.9.

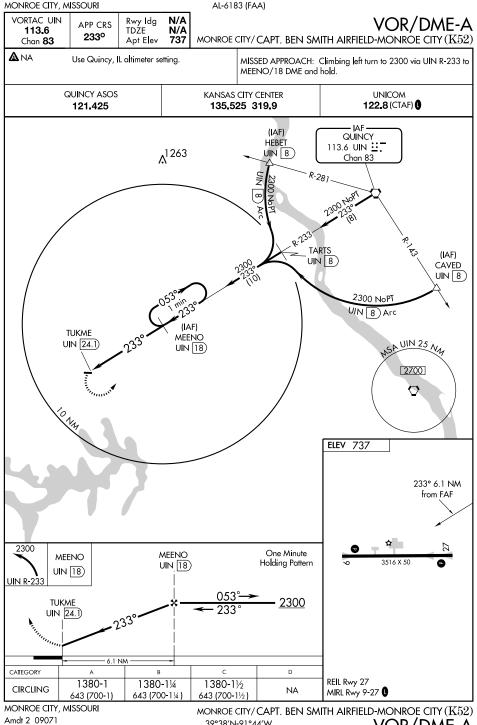
area byd each rwy end, incorrect grade and length, ditch at Rwy 21 thld, fence and trees at Rwy 03 thld. Rwy

03-21, old tanks, trees and brush at various distances along east and west rwy edges in rwy object free area and primary surface. Numerous tall trees in approach and transitional surfaces at each rwy end. Rwy 03-21 NSTD LIRL, mounted on fence at various distances, no thid lgts.

MONTGOMERY-WEHRMAN (See MONTGOMERY CITY)







NC-3, 23 SEP 2010 to 21 OCT 2010

39°38′N-91°44′W

NC-3, 23 SEP 2010 to 21 OCT 2010

KANSAS CITY

MISSOURI

MONTICELLO LEWIS CO RGNL

675 B FUEL 100LL

RWY 18-36: H3500X60 (CONC)

QUINCY (H) VORTAC 113.6

MIDWEST NATIONAL AIR CENTER

RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.

Crop dusting acft on and invof arpt. ACTIVATE MIRL Rwy 18-36 -CTAF, PAPI Rwy 18 and Rwy 36 on 24 hrs. COMMUNICATIONS: CTAF/UNICOM 122 7 LINICOM unmonitored (R) KANSAS CITY CENTER APP/DEP CON 135.525

RWY 18: PAPI(P2L)-GA 3.0° TCH 40'. Tree. RWY 36: PAPI(P2L)-GA 3.0° TCH 40'. Road.

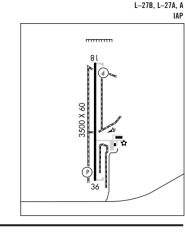
UIN Chan 83 N39°50.88' W91°16.74' 308° 24.9 NM to fld. 710/5E. HIWAS.

(6M6) 2 NE UTC-6(-5DT) N40°07.75' W91°40.70'

S-30 MIRL 0.3% up S

NOTAM FILE STL

AIRPORT REMARKS: Unattended, Ultralight activity on and invof arpt.



MOSBY

MOSCOW MILLS GREENSFIELD

777 B S2 FUEL 100LL, JET A. MOGAS NOTAM FILE COU RWY 18-36: H5504X100 (ASPH) S-30, D-60 RWY 18: REIL. PAPI(P4L)—GA 3.5° TCH 59'. Tree. RWY 36: REIL, PAPI(P4L)-GA 3.0° TCH 45', Trees.

AIRPORT REMARKS: Attended Mon-Fri 1300-0100Z‡, Sat-Sun 1300-0000Z‡. 24 hour credit card fueling system avbl for JET A, 100LL and MOGAS. For after hours full svc fueling call 816-407-3390. After hours call out fee waived with 200 gallon or more fuel purchase. Wildlife on and invof arpt. Confirm snow removal and winter conditions

18 and Rwy 36: REIL Rwy 18 and Rwy 36-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.7 (R) KANSAS CITY APP/DEP CON 118.4 KANSAS CITY CLNC DEL 118.2 RADIO AIDS TO NAVIGATION: NOTAM FILE MKC.

RIVERSIDE (T) VORW/DME 111.4 RIS Chan 51 **ILS/DME** 110.55 I-CUE Chan 42(Y)

RADIO AIDS TO NAVIGATION: NOTAM FILE STI

549 NOTAM FILE STL RWY 09-27: H3227X50 (ASPH) RWY 09: Trees.

from rwy thid. COMMUNICATIONS: CTAF 122.9

during Nov-Mar, call 816-407-3390. Arpt terminal bldg open 24 hours. ACTIVATE HIRL Rwy 18-36; PAPI Rwy

N39°07.22′ W94°35.80′

ILS unmonitored.

Rwy 18.

AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. NSTD rwy safety area byd each end and along rwy edges, Rwy 09 end has large drop-off, Rwy 27 incorrect terrain grades with brush and trees, small trees, excessive edge drops and ditches along pavement edges. Large areas of high ground, brush, trees and bldgs within primary and transitional surfaces and close to rwy edges. Rwy 09-27 designation markings incorrectly spaced

FORISTELL (I) VORTACW 110.8 FT7 Chan 45 N38°41 66′ W090°58 27′ 357° 12.4 to fld 818/5F

(M71) 4 SW UTC-6(-5DT) N38°54.11′ W90°57.62′

RWY 27: Trees.

(GPH) 1 N UTC-6(-5DT) N39°19.95′ W94°18.58′

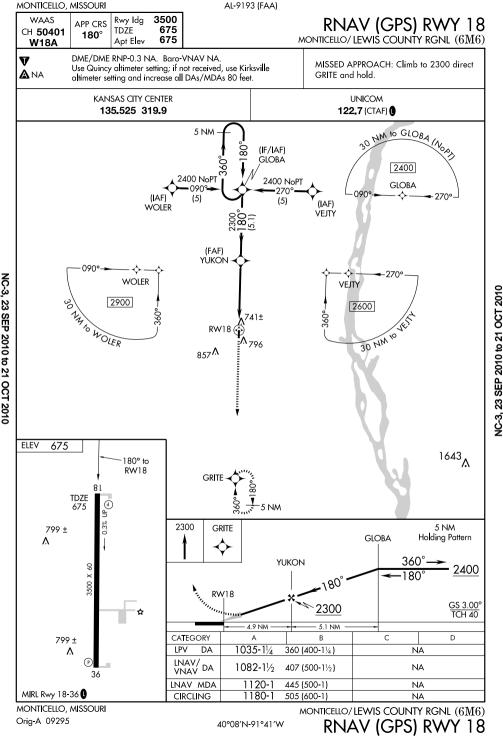
041° 18.5 NM to fld. 740/5E.

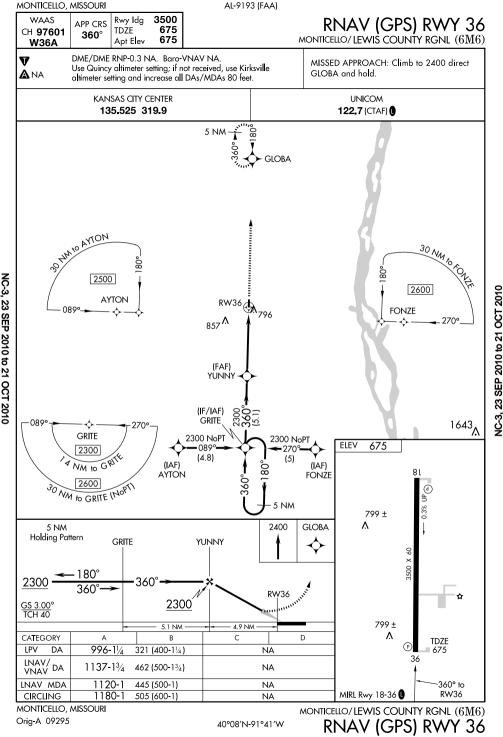
KANSAS CITY

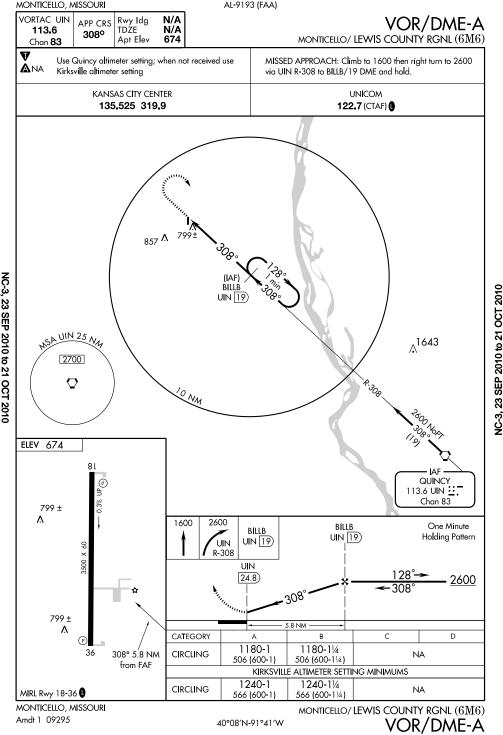
L-27B. A

KANSAS CITY

H-5C, L-27A, A







KANSAS CITY

IAP

L-27B, L-27A, A

MISSOURI

(6M6) 2 NE UTC-6(-5DT) N40°07.75' W91°40.70'

S-30 MIRL 0.3% up S

NOTAM FILE STL

MONTICELLO LEWIS CO RGNL 675 B FUEL 100LL

AIRPORT REMARKS: Unattended, Ultralight activity on and invof arpt. Crop dusting acft on and invof arpt. ACTIVATE MIRL Rwy 18-36 -CTAF, PAPI Rwy 18 and Rwy 36 on 24 hrs.

COMMUNICATIONS: CTAF/UNICOM 122 7 LINICOM unmonitored (R) KANSAS CITY CENTER APP/DEP CON 135.525 RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.

RWY 18-36: H3500X60 (CONC)

RWY 18: PAPI(P2L)-GA 3.0° TCH 40'. Tree. RWY 36: PAPI(P2L)-GA 3.0° TCH 40'. Road.

QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.88' W91°16.74' 308° 24.9 NM to fld. 710/5E. HIWAS.

.....

MOSBY

777 B S2 FUEL 100LL, JET A. MOGAS RWY 18-36: H5504X100 (ASPH) S-30, D-60 RWY 18: REIL. PAPI(P4L)—GA 3.5° TCH 59'. Tree. RWY 36: REIL, PAPI(P4L)-GA 3.0° TCH 45', Trees.

MIDWEST NATIONAL AIR CENTER

AIRPORT REMARKS: Attended Mon-Fri 1300-0100Z‡, Sat-Sun 1300-0000Z‡. 24 hour credit card fueling system avbl for JET A, 100LL and MOGAS. For after hours full svc fueling call 816-407-3390. After hours call out fee waived with 200 gallon or more fuel purchase. Wildlife on and invof arpt. Confirm snow removal and winter conditions

18 and Rwy 36: REIL Rwy 18 and Rwy 36-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.7 (R) KANSAS CITY APP/DEP CON 118.4 KANSAS CITY CLNC DEL 118.2

(M71) 4 SW UTC-6(-5DT) N38°54.11′ W90°57.62′

RWY 27: Trees.

Rwy 18.

AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. NSTD rwy safety area byd each end and along rwy edges, Rwy 09 end has large drop-off, Rwy 27 incorrect terrain grades with brush and trees, small trees, excessive edge drops and ditches along pavement edges. Large areas of high ground, brush, trees and bldgs within primary and transitional surfaces and close to rwy edges. Rwy 09-27 designation markings incorrectly spaced

FORISTELL (I) VORTACW 110.8 FT7 Chan 45 N38°41 66′ W090°58 27′ 357° 12.4 to fld 818/5F

NOTAM FILE COU

RADIO AIDS TO NAVIGATION: NOTAM FILE MKC. RIVERSIDE (T) VORW/DME 111.4 RIS Chan 51 **ILS/DME** 110.55 I-CUE Chan 42(Y) MOSCOW MILLS

RADIO AIDS TO NAVIGATION: NOTAM FILE STI

GREENSFIELD

549 NOTAM FILE STL RWY 09-27: H3227X50 (ASPH) RWY 09: Trees.

from rwy thid. COMMUNICATIONS: CTAF 122.9 (GPH) 1 N UTC-6(-5DT) N39°19.95′ W94°18.58′

H-5C, L-27A, A

KANSAS CITY

during Nov-Mar, call 816-407-3390. Arpt terminal bldg open 24 hours. ACTIVATE HIRL Rwy 18-36; PAPI Rwy

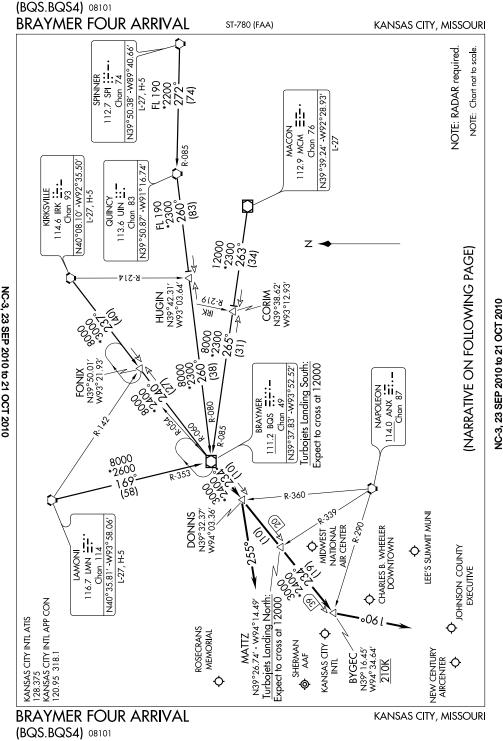
041° 18.5 NM to fld. 740/5E.

KANSAS CITY

L-27B. A

N39°07.22′ W94°35.80′

ILS unmonitored.



ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

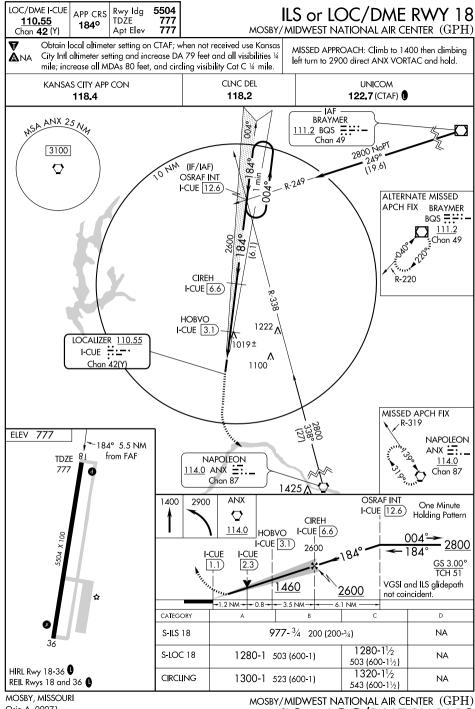
LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and

OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

<u>ALL OTHER AIRPORTS:</u> From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

NC-3, 23 SEP 2010 to 21 OCT 2010



AL-9229 (FAA)

MOSBY, MISSOURI

NC-3, 23 SEP 2010 to 21 OCT 2010

VC-3, 23 SEP 2010 to 21 OCT 2010

(JHAWK.JHAWK6) 08101 ST-780 (FAA) JHAWK SIX ARRIVAL KANSAS CITY, MISSOURI KANSAS CITY INTL ATIS 128.375 KANSAS CITY APP CON 120.95 318.1 ROSECRANS • A KANSAS CITY 113.25 MCI = --Chan 79(Y) MIDWEST SHERMAN NATIONAL AAF **RUGBB** AIR CENTER 💍 N39°00.41′ W95°08.15′ TOPEKA 117.8 TOP Turbojets landing South: KANSAS CITY INTL Chan 125 Expect to cross at 12000 Ó 3/00/3 R-081 NOAHS CHARLES B. WHEELER N 39°10.44′ W 94°53.82′ **DOWNTOWN** LEE'S SUMMIT MUNI 210K 060 3700 JOHNSON COUNTY **EXECUTIVE** NEW CENTURY JOHNSON COUNTY HOOZE **AIRCENTER** N38°53.70′ 113.0 OJC W95°17.66' Chan 77 **JHAWK** N38°48.33′ W95°25.26′ Turbojets landing North: Expect to cross at 12000 **EMPORIA** 112.8 EMP : -Chan 75 N38° 17.47′ W96° 08.29′ L-10-15 3100 002° (71) CHANUTE N37°37.57′ W95°35.61′ L-10-15

JHAWK SIX ARRIVAL

NOTE: RADAR required.

NOTE: Chart not to scale

NC-3, 23 SEP 2010 to 21 OCT 2010

KANSAS CITY, MISSOURI

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 23 SEP 2010 to 21 OCT 2010

(JHAWK.JHAWK6) 08101

NC-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL DESCRIPTION

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....

Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence... Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via handling 0.10°. Thence

heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°.
Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

....Expect radar vectors to final approach course.

MOSBY/MIDWEST NATIONAL AIR CENTER (GPH) V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP- 0.3 NA. Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting.

Obtain local altimeter setting on CTAF; when not received, use Kansas City Intl
altimeter setting and increase all DAs 79 feet and all LPV and LNAV/VNAV
visibilities ¼ mile; increase all MDAs 80 feet and circling visibility Cat C ¼ mile. MISSED APPROACH: Climb to 2700 direct WEXAL and hold. KANSAS CITY APP CON CLNC DEL UNICOM 118.2 118.4 122.7 (CTAF) 0

Procedure NA for arrivals at LASSO via V1.59 southeast bound, and via V502 northeast bound. (IAF) 2700 260° (9.2) LASSO OSRAF (FAF) ĊIRFĤ **HOBVO** NSA RW 18 25 Ny 2 NM to **∧** 1222 ₹1019± RW18 Λ 999± 3100 Λ 1100 RW18 🚱 1397 \bigcirc MISSED APCH FIX ELEV 777 184° to **RW18** TDZE 8 777 2700 VGSI and RNAV glidepath not coincident. **OSRAF** WEXAL CIREH **HOBVO** 2 NM to 2700 *1.2 NM to RW18 *LNAV only Procedure RW18 RW18 Turn NA 2600 GS 3.00° 1460* TCH 51 1.2 NM 0.8 NM 6.1 NM

C

1280-11/2

503 (600-11/2)

1320-11/2

543 (600-11/2)

MOSBY, MISSOURI

39°20′N-94°19′W

D

NA

NA

NA

NA

HIRL Rwy 18-36 (

REIL Rwys 18 and 36 (

NC-3, 23 SEP 2010 to 21 OCT 2010

CATEGORY

LNAV MDA

CIRCLING

LPV DΑ

LNAV/ DA

VNAV

Α

В

1189-11/2 412 (500-11/2)

1324-2 547 (600-2)

1280-1 503 (600-1)

1300-1 523 (600-1)

NC-3, 23 SEP 2010 to 21 OCT 2010

AL-9229 (FAA)

5504

Rwy Idg RNAV (GPS) RWY 36 APP CRS 776 СН **86409** TDŹE 004° MOSBY/MIDWEST NATIONAL AIR CENTER (GPH) 777 Apt Elev W36A V DME/DME RNP-0.3 NA. Baro-VNAV NA when using Kansas City Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or $oldsymbol{A}$ na above 54°C (130°F). Visibility reduction by helicopters NA. MISSED APPROACH: Climb to Obtain local altimeter setting on CTAF; when not received use Kansas City Intl altimeter 2700 direct OSRAF and hold. setting and increase all DA 79 feet and all LPV and LNAV/VNAV visibilities ¼ mile; increase all MDA 80 feet and LNAV and Circling Cat C visibility ¼ mile. VDP NA when using Kansas City Intl altimeter setting. UNICOM KANSAS CITY APP CON CINC DEL 118.4 118.2 122.7 (CTAF) (Λ1372 **BRAYMER** MISSED APCH FIX BQS Λ1222 OSRAF **∆**1100 RW36 ∧979± 999± 15A RW 36 25 Ny ZAGRI 2.6 NM to . 1059± **RW36** 3100 Procedure NA for arrivals at BQS VOR/DME (FAF) via V502 northeast bound. **IJUBO** \bigcirc Procedure NA for arrivals at ANX VORTAC via V10-12 northeast bound. (IF/IAF) 700 NoPT WEXAL (5) (IAF) (5_{.4)} SUPÉE Λ 1842 ELEV 777 NAPOLEON ANX 2700 WEXAL **OSRAF** 4 NM **IJUBO** Holding Pattern ZAGRI 2.6 NM to *LNAV only **RW36** *1.4 NM to RW36 GS 3.00° 2400 *1640 TCH 45 -2.3 NM --1.2 - 1.4 NM 6.1 NM CATEGORY Α В D 1105-11/4 329 (400-11/4) NA **IPV** DA **TDZE** 776 LNAV/ DA 1341-2 565 (600-2) NA VNAV 1260-11/4 LNAV MDA 1260-1 484 (500-1) NA 004° to 484 (500-11/4) **RW36** HIRL Rwy 18-36 0 1320-11/5

CIRCLING

REIL Rwys 18 and 36 1

MOSBY, MISSOURI Amdt 2 08269

MOSBY, MISSOURI

WAAS

NC-3, 23 SEP 2010 to 21 OCT 2010

543 (600-11/2)

1300-1 523 (600-1)

NA

VC-3, 23 SEP 2010 to 21 OCT 2010

(RBA.RBA3) 08101

KANSAS CITY, MISSOURI



ROBINSON THREE ARRIVAL KANSAS CITY INTL ATIS 128 375 OMAHA KANSAS CITY APP CON FORT DODGE 116.3 OVR :::-120.95 318.1 113.5 FOD :::-Chan 110 Chan 82 N41°10.04′ W95°44.20 N42°36.67′ W94°17.69′ L-10-12, H-5 L-12. H-5 88 KARAA HILDE N40°16.38′ W95°15.39′ N40°15.23′ W95°31.06′ ROBINSON NC-3, 23 SEP 2010 to 21 OCT 2010 R-079 108.2 RBA :-:· Chan 19 N39°51.05′ W95°25.38′ Turbojets Landing South: Expect to cross at 12000 ST. JOSEPH PAWNEE CITY 115.5 STJ <u>:--</u> Chan 102 112.4 PWE :== Chan 71 N40°12.02′ W96°12.38′ **ROSECRANS** L-10, H-5 MEMORIAL JUDAA-N39°41.31′ W95°15.18′ PEGGI N39°34.19 W95°07.75' **MIDWEST** Turbojets Landing North: NATIONAL SHERMAN Expect to cross at 12000 AIR CENTER AAF KANSAS CITY INTL **HUGGY** N39°18.07' CHARLES B. WHEELER W94°51.07′ **DOWNTOWN** 210K LEE'S SUMMIT MUNI NOTE: RADAR required. NOTE: Chart not to scale. **NEW CENTURY** JOHNSON COUNTY (NARRATIVE ON FOLLOWING PAGE)

ROBINSON THREE ARRIVAL

KANSAS CITY, MISSOURI

EXECUTIVE

AIRCENTER 🖒

NC-3, 23 SEP 2010 to 21 OCT 2010

(RBA.RBA3) 08101

NC-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via

heading 110°. Thence....

Rwys 9 27: From over RBA VOR/DME via RBA R-137 to ILIDAA INT. Thence

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT.

Thence...

. . . . Expect radar vector to final approach course.

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

NC-3, 23 SEP 2010 to 21 OCT 2010

TYGER SIX ARRIVAL (TYGER.TYGER6) 08101

ST-780 (FAA)

KANSAS CITY, MISSOURI

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°.

Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence... Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via

heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

MOUNTAIN GROVE MEM (1MO) 3 SW UTC-6(-5DT) N37°07.24' W92°18.67' S6 FUEL 100LL, JET A1+, MOGAS NOTAM FILE COLL

0.5% up E

RWY NR. Trees RWY 26. Trees AIRPORT REMARKS: Attended continuously. Crop dusting acft on and invof arpt. NSTD rwy safety areas around entire rwy, incorrect

RWY 08-26: H3590X50 (ASPH-RESC) LIRL (NSTD)

grades, insufficient length byd rwy ends and sides of rwy. numerous trees and obstructions near pavement edges. Exercise caution when using this facility. Numerous Part 77 obstructions in

primary, approach, and transitional surfaces around entire rwy. Rwy 08-26 numerous cracks with grass and weeds growing in them, Rwy 08-26 NSTD LIRL, 6 thid lets at Rwy 26 thid, Rwy

COMMUNICATIONS: CTAF 122.9 KANSAS CITY CENTER APP/DEP CON 128.35 RADIO AIDS TO NAVIGATION: NOTAM FILE COLL

lighting system in poor condition.

DOGWOOD (L) VORTAC 109.4 DGD Chan 31 N37°01.41'

W92°52.62' 072° 27.8 NM to fld. 1600/6E.

C3 C3 G G G 03 (3 3 3 ેં લલ a **43** KANSAS CITY

KANSAS CITY I-166

IAP

B S1 FUEL 100LL. JET A1+ NOTAM FILE COU

RWY 10-28: H5005X75 (ASPH) MIRL 0.8% up NW

RWY 10: Thid dspicd 320'.

MOUNTAIN VIEW

RWY 28: PAPI (P4L)-GA 3.0° TCH 52'. Pole. AIRPORT REMARKS: Attended 1400-2300Z‡. After hrs phone numbers

posted on terminal door. Major powerplant repairs avbl. Wildlife on and invof arpt. Rwy 10-28 many cracks with grass and weeds growing in them. NSTD rwy safety areas byd each rwy end. incorrect terrain grades, brush and small trees. COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 128.35 RADIO AIDS TO NAVIGATION: NOTAM FILE COLL

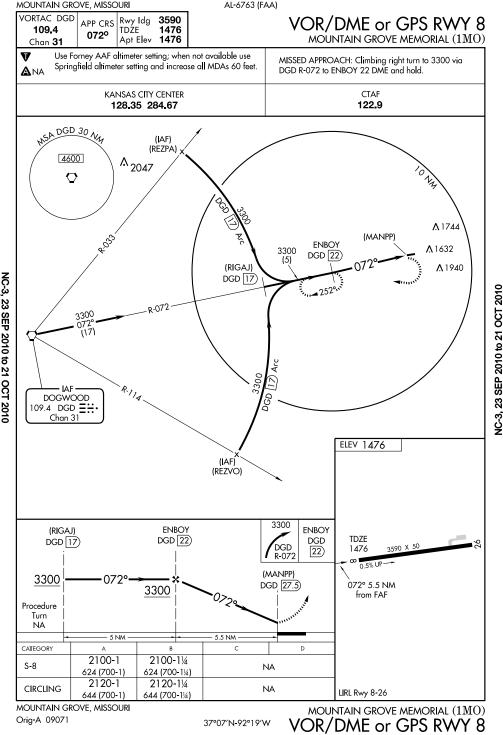
(MNF)

MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45' W91°47.32' 168° 36.0 NM to fld. 1370/6E. HIWAS.

NDB (MHW) 365 MNF N36°59.64′ W91°42.76′ at fld

1 SW UTC-6(-5DT) N36°59.57' W91°42.87' H-6J. L-16G IAP

☆ Residential Area Industrial Area 0000



MOUNTAIN GROVE MEM (1MO) 3 SW UTC-6(-5DT) N37°07.24' W92°18.67' S6 FUEL 100LL, JET A1+, MOGAS NOTAM FILE COLL

0.5% up E

RWY NR. Trees RWY 26. Trees AIRPORT REMARKS: Attended continuously. Crop dusting acft on and invof arpt. NSTD rwy safety areas around entire rwy, incorrect

RWY 08-26: H3590X50 (ASPH-RESC) LIRL (NSTD)

grades, insufficient length byd rwy ends and sides of rwy. numerous trees and obstructions near pavement edges. Exercise caution when using this facility. Numerous Part 77 obstructions in

primary, approach, and transitional surfaces around entire rwy. Rwy 08-26 numerous cracks with grass and weeds growing in them, Rwy 08-26 NSTD LIRL, 6 thid lets at Rwy 26 thid, Rwy

COMMUNICATIONS: CTAF 122.9 KANSAS CITY CENTER APP/DEP CON 128.35 RADIO AIDS TO NAVIGATION: NOTAM FILE COLL

lighting system in poor condition.

DOGWOOD (L) VORTAC 109.4 DGD Chan 31 N37°01.41'

W92°52.62' 072° 27.8 NM to fld. 1600/6E.

C3 C3 G G G 03 (3 3 3 ેં લલ a **43** KANSAS CITY

KANSAS CITY I-166

IAP

B S1 FUEL 100LL. JET A1+ NOTAM FILE COU

RWY 10-28: H5005X75 (ASPH) MIRL 0.8% up NW

RWY 10: Thid dspicd 320'.

MOUNTAIN VIEW

RWY 28: PAPI (P4L)-GA 3.0° TCH 52'. Pole. AIRPORT REMARKS: Attended 1400-2300Z‡. After hrs phone numbers

posted on terminal door. Major powerplant repairs avbl. Wildlife on and invof arpt. Rwy 10-28 many cracks with grass and weeds growing in them. NSTD rwy safety areas byd each rwy end. incorrect terrain grades, brush and small trees. COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 128.35 RADIO AIDS TO NAVIGATION: NOTAM FILE COLL

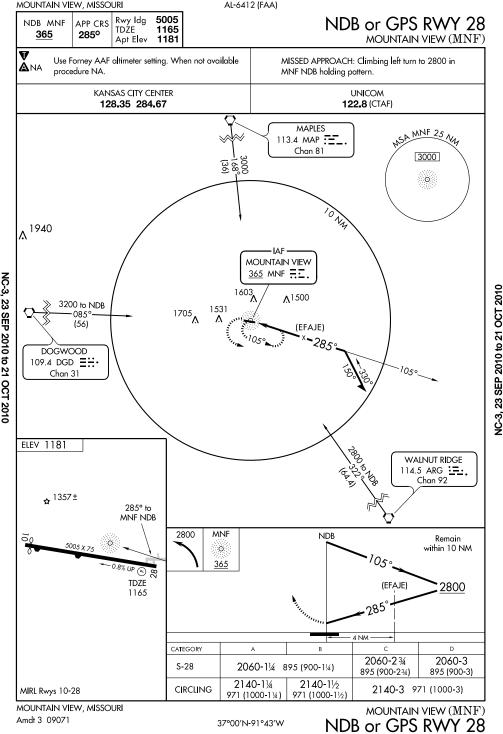
(MNF)

MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45' W91°47.32' 168° 36.0 NM to fld. 1370/6E. HIWAS.

NDB (MHW) 365 MNF N36°59.64′ W91°42.76′ at fld

1 SW UTC-6(-5DT) N36°59.57' W91°42.87' H-6J. L-16G IAP

☆ Residential Area Industrial Area 0000



MT VERNON MUNI (2MO) 3 SW UTC-6(-5DT) N37°04.10′ W93°53.10′ 1244 S4 NOTAM FILE COU

RWY 18-36: H3195X60 (ASPH) MIRL

RWY 36. Brush RWY 18: Road.

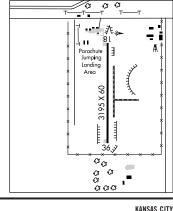
AIRPORT REMARKS: Attended irregularly. Parachute Jumping. User fee. Insufficient rwy safety area length byd Rwy 36 end. Rwy 18-36 MIRL OTS indef. ACTIVATE MIRL Rwy 18-36-CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE COLL

NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55'

W94°26.14' 056° 29.8 NM to fld. 1200/7E.



KANSAS CITY L-16F

NAPOLEON N39°05.73′ W94°07.73′ NOTAM FILE COU. (L) VORTACW 114.0 ANX Chan 87

NEOSHO HUGH ROBINSON (EOS) 3 S UTC-6(-5DT)

1255 S6 FUEL 100LL, JET A1+ NOTAM FILE COU В

RWY 01-19: H5001X100 (ASPH-AFSC) S-30. D-43 RWY 01: REIL, PAPI(P4L)—GA 3.0° TCH 31'.

RWY 19: REIL. PAPI(P4L)-GA 3.0° TCH 40'. Trees. AIRPORT REMARKS: Attended 1400-2200Z‡. For svc after hrs call

417-592-1499. 24 hr self service 100LL fuel pump. Wildlife on and invof arpt, Ground hazard Camp Crowder Firing Range activity—stay above pattern altitude till base leg, weekdays and weekends indef. Rwy 01-19 line of sight obstructed by grade change on north end. ACTIVATE MIRL Rwy 01-19 and REIL Rwy 01

and Rwy 19-CTAF, PAPI Rwy 01 and Rwy 19 opr 24 hrs.

COMMUNICATIONS: CTAF/UNICOM 122.8 RC0 122.1R 117.3T (COLUMBIA RADIO)

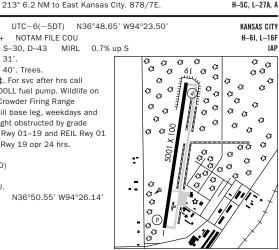
(R) KANSAS CITY CENTER APP/DEP CON 128.6

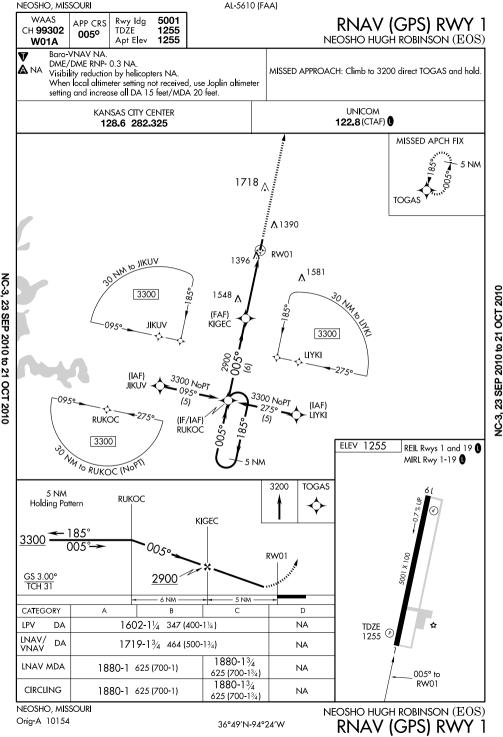
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

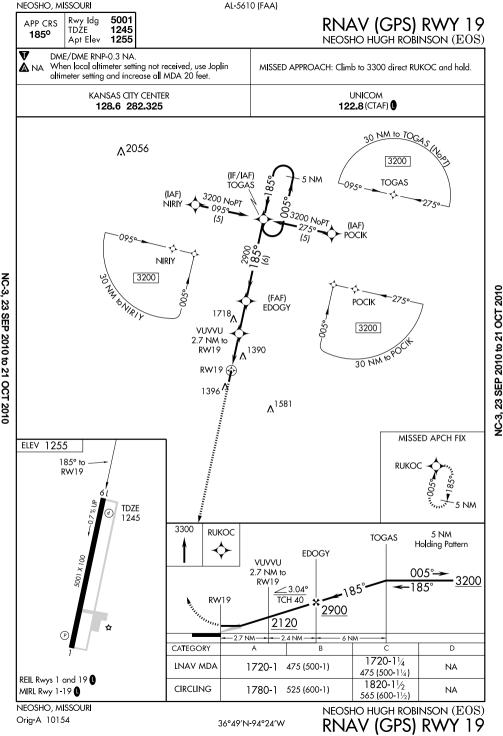
(H) VOR/DME 117.3 EOS Chan 120

125° 2.8 NM to fld. 1200/7E.

N36°50.55′ W94°26.14′







NC-3, 23 SEP 2010 to 21 OCT 2010

NEVADA MIINI (NVD) 3 NE UTC-6(-5DT) N37°51.12′ W94°18.29′ KANSAS CITY 892 B S2 FUEL 100LL, JET A NOTAM FILE COU H-5C. L-16F RWY 02-20: H5000X75 (CONC) S-35, D-48 IAP RWY 02: REIL, PAPI(P4L)-GA 3.0° TCH 34'. RWY 20: REIL, PAPI(P4L)-GA 3.0° TCH 38', Trees. RWY 13-31: H2581X40 (ASPH-DIRT) S-19 RWY 13: Tree. RWY 31: Trees. AIRPORT REMARKS: Attended 1330Z‡-dusk, Crop dusting and ultralight acft on and invof arpt. Wildlife on and in vicinity of rwy dusk-dawn. Rwv 13-31 pavement cracked with loose asph chips and vegetation growing in cracks, Rwy 13-31 limited by arpt manager to 8000 pounds single wheel gear. Rwy 02-20 various locations with grass and weeds growing through cracks, ACTIVATE MIRL Rwy

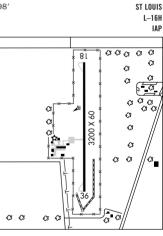
02-20, PAPI Rwy 02 and Rwy 20, REIL Rwy 02 and Rwy 20-CTAF. WEATHER DATA SOURCES: AWOS-3 119.175 (417) 448-1635. COMMUNICATIONS: CTAF/UNICOM 122.8 (R) KANSAS CITY CENTER APP/DEP CON 125.55 RADIO AIDS TO NAVIGATION: NOTAM FILE COU. BUTLER (H) VORTAC 115.9 BUM Chan 106 N38°16.33' W94°29.29' 154° 26.6 NM to fld. 890/7E.

€3 03 03 NDB (MHW) 209 EAD N37°51.54′ W94°18.16′ at fld NDB unusable bvd 15 NM. NFW MADRID **COUNTY MEM** (EIW) 4 SW UTC-6(-5DT) N36°32.12′ W89°35.98′ FUEL 100LL NOTAM FILE STL RWY 18-36: H3200X60 (ASPH) MIRL

226

AIRPORT REMARKS: Attended Apr-Sep. Mon-Fri. 1400-2330Z±. Oct-Mar, Mon-Fri, 1400-2230Z‡, Jan-Dec, Sat-Sun, 1500-22307±. For syc after hrs. call arpt manager at 573-688-5058 or 573-934-3734. Crop dusting acft on and in

vicinity of arpt. MIRL Rwy 18-36 preset on med ints, to increase ints and ACTIVATE MIRL Rwv 18-36-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM unmonitored. (R) MEMPHIS CENTER APP/DEP CON 133.65 RADIO AIDS TO NAVIGATION: NOTAM FILE STL. MALDEN (L) VORTAC 111.2 Chan 49 N36°33.31' MAW W89°54.69' 091° 15.1 to fld. 280/3E



NOAH

N38°38.23' W92°14.69' NOTAM FILE JEF. NDB (MHW) 515 ONH 120° 5.0 NM to Jefferson City Mem.

(See BROOKFIELD)

(See MARYVILLE)

NOTAM FILE STL.

122° 5.8 NM to Lambert-St Louis Intl.

LM OMAR N BRADLEY (See MORFRLY)

NORTH CENTRAL MISSOURI RGNL

OBLIO N38°48.02′ W90°28.48′

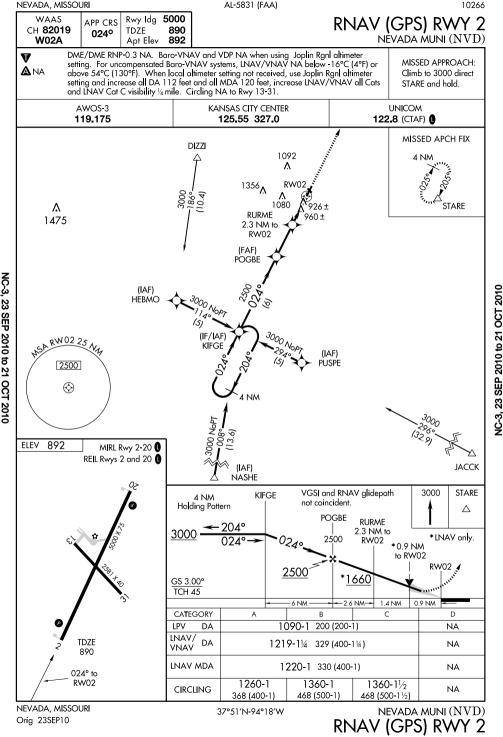
NORTHWEST MISSOURI RGNL

NDB (LOM) 338

KANSAS CITY

L-27B

ST LOUIS L-27B. A



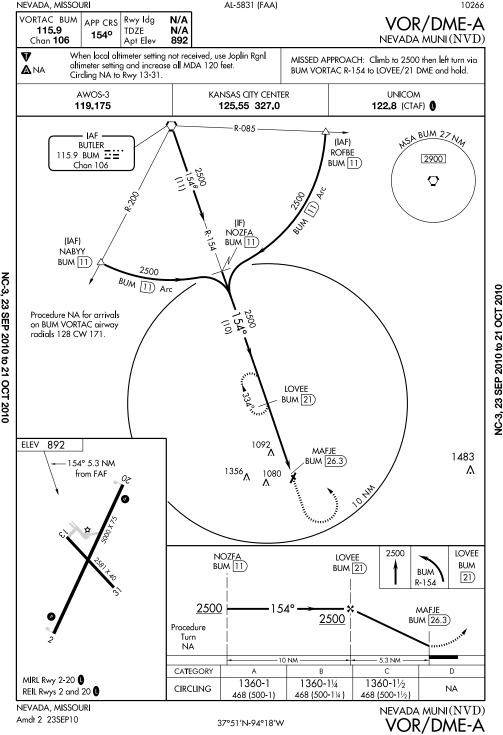
NEVADA, MISSOURI AL-5831 (FAA) 10266 5000 WAAS Rwy Idg RNAV (GPS) RWY 20 APP CRS 884 CH 77719 TDŹE 205° 892 NEVADÁ MUNI (NVD) Apt Elev W20A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Joplin Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Joplin Rgnl altimeter setting and increase all DA 112 feet and all MDA 120 feet, increase LPV and LNAV/VNAV MISSED APPROACH: **A**NA Climb to 3000 direct KIFGE and hold. all Cats visibility ¼ mile and increase LNAV Cat C visibility ¼ mile. Circling NA to Rwy 13-31. AWOS-3 KANSAS CITY CENTER UNICOM 119,175 125.55 327.0 122.8 (CTAF) (4 NM NSA RW 20 25 NJ 2500 3000 NOPT (IAF) POZÁF \Diamond (IF/IAF) STARE ,0°° (FAF) HESPU INNUS DIZZ 2.5 NM to 1092 RW20 1356 1483 1483 RW20 1080 MISSED APCH FIX ELEV 892 205° to **RW20** 3000 **KIFGE** VGSI and RNAV alidepath STARE 4 NM not coincident. Holding Pattern **TDZE HESPU** 884 INNUS 2.5 NM to 3000 *LNAV only. 2500 205 **RW20** *0.9 NM to RW20 RW20 2500 172<u>0</u>* GS 3.00° TCH 45 0.9 NM 1.6 NM -2.4 NM 7.1 NM CATEGORY C D LPV DA 1139-1 255 (300-1) NA LNAV/ DA 1216-14 332 (400-14) NA VNAV 1200-11/2 LNAV MDA 1200-1 316 (400-1) NA 316 (400-11/2) MIRL Rwy 2-20 (1260-1 1360-1 1360-1½ **CIRCLING** NA REIL Rwys 2 and 20 🗓 368 (400-1) 468 (500-1) 468 (500-11/2) NEVADA, MISSOURI NEVADA MUNI (NVD) 37°51′N-94°18′W

Orig 23SEP10

NC-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 20

VC-3, 23 SEP 2010 to 21 OCT 2010



NEVADA MIINI (NVD) 3 NE UTC-6(-5DT) N37°51.12′ W94°18.29′ KANSAS CITY 892 B S2 FUEL 100LL, JET A NOTAM FILE COU H-5C. L-16F RWY 02-20: H5000X75 (CONC) S-35, D-48 IAP RWY 02: REIL, PAPI(P4L)-GA 3.0° TCH 34'. RWY 20: REIL, PAPI(P4L)-GA 3.0° TCH 38', Trees. RWY 13-31: H2581X40 (ASPH-DIRT) S-19 RWY 13: Tree. RWY 31: Trees. AIRPORT REMARKS: Attended 1330Z‡-dusk, Crop dusting and ultralight acft on and invof arpt. Wildlife on and in vicinity of rwy dusk-dawn. Rwv 13-31 pavement cracked with loose asph chips and vegetation growing in cracks, Rwy 13-31 limited by arpt manager to 8000 pounds single wheel gear. Rwy 02-20 various locations with grass and weeds growing through cracks, ACTIVATE MIRL Rwy

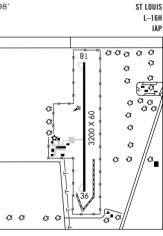
02-20, PAPI Rwy 02 and Rwy 20, REIL Rwy 02 and Rwy 20-CTAF. WEATHER DATA SOURCES: AWOS-3 119.175 (417) 448-1635. COMMUNICATIONS: CTAF/UNICOM 122.8 (R) KANSAS CITY CENTER APP/DEP CON 125.55 RADIO AIDS TO NAVIGATION: NOTAM FILE COU. BUTLER (H) VORTAC 115.9 BUM Chan 106 N38°16.33' W94°29.29' 154° 26.6 NM to fld. 890/7E.

€3 03 03 NDB (MHW) 209 EAD N37°51.54′ W94°18.16′ at fld NDB unusable bvd 15 NM. NFW MADRID COUNTY MEM (EIW) 4 SW UTC-6(-5DT) N36°32.12′ W89°35.98′ FUEL 100LL NOTAM FILE STL RWY 18-36: H3200X60 (ASPH) MIRL

226

AIRPORT REMARKS: Attended Apr-Sep. Mon-Fri. 1400-2330Z±. Oct-Mar, Mon-Fri, 1400-2230Z‡, Jan-Dec, Sat-Sun, 1500-22307±. For syc after hrs. call arpt manager at 573-688-5058 or 573-934-3734. Crop dusting acft on and in

vicinity of arpt. MIRL Rwy 18-36 preset on med ints, to increase ints and ACTIVATE MIRL Rwv 18-36-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM unmonitored. (R) MEMPHIS CENTER APP/DEP CON 133.65 RADIO AIDS TO NAVIGATION: NOTAM FILE STL. MALDEN (L) VORTAC 111.2 Chan 49 N36°33.31' MAW W89°54.69' 091° 15.1 to fld. 280/3E



NOAH

N38°38.23' W92°14.69' NOTAM FILE JEF. NDB (MHW) 515 ONH 120° 5.0 NM to Jefferson City Mem.

(See BROOKFIELD)

(See MARYVILLE)

NOTAM FILE STL.

122° 5.8 NM to Lambert-St Louis Intl.

LM OMAR N BRADLEY (See MORFRLY)

NORTH CENTRAL MISSOURI RGNL

OBLIO N38°48.02′ W90°28.48′

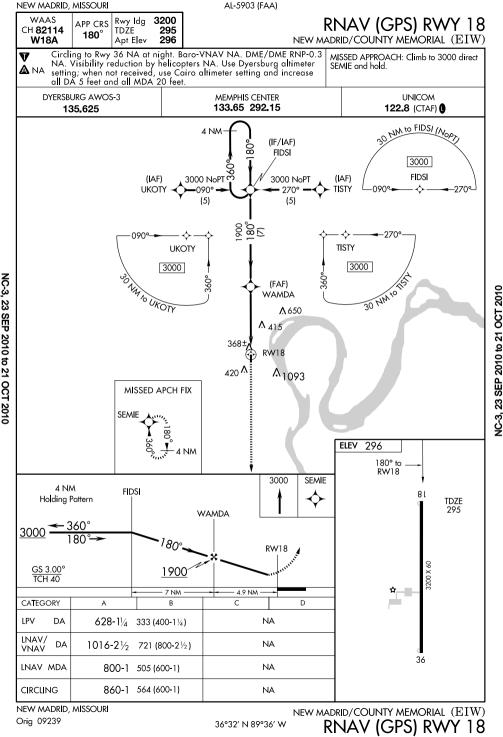
NORTHWEST MISSOURI RGNL

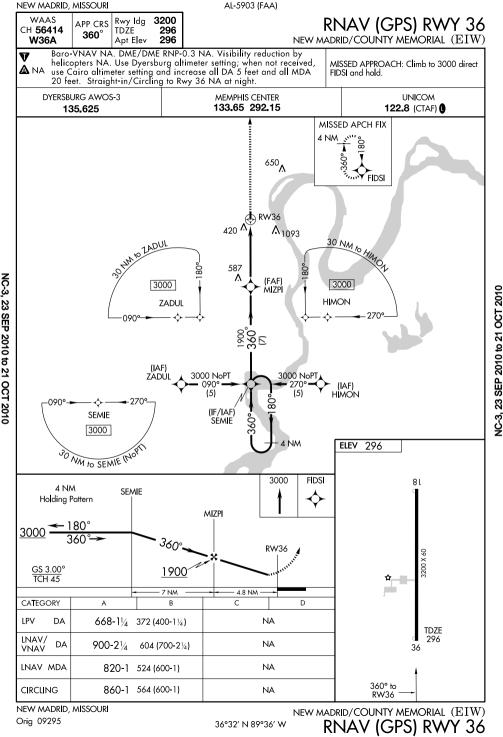
NDB (LOM) 338

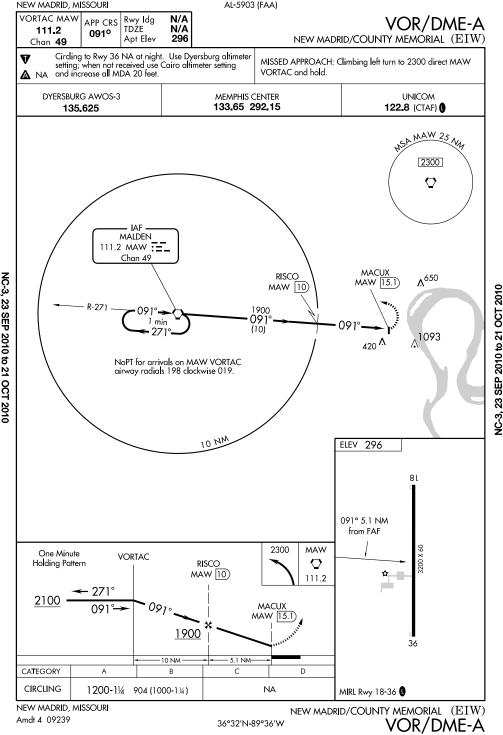
KANSAS CITY

L-27B

ST LOUIS L-27B. A







N38°06 63' W92°40 83'

OSAGE BEACH GRAND GLAIZE-OSAGE BEACH

875 FUEL 100LL NOTAM FILE COU R RWY 14-32: H3205X60 (ASPH-RFSC) S-15 RWY 14. Trees

COMMUNICATIONS: CTAF/UNICOM 122 8

SUNSHINE (L) VORW/DME 108.4

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

(R) MI7ZU APP/DEP CON 124.1

W92°36.15'

TAN TAR A RESORT SPB

(K15)

SHY

314° 5.6 NM to fld. 910/5E

Chan 21

MIRL (NSTD) RWY 32: PAPI(P4L)-GA 3.5° TCH 46'. Trees. AIRPORT REMARKS: Attended Apr-Sep Sat-Thur 1400-0000Z±, Fri

1 SW

1400-0200Z±: Oct-Mar 1400-0000Z±: Oct-Apr Mon-Wed 1400-2300Z±. Thur-Sun 1400-0000Z±. Rwv 14-32 restricted to acft 12.500 lbs maximum gross weight or less: PPR for acft exceeding 12.500 lbs call arpt manager on 573-302-2003. Deer

0.6% up NW

€3

(3

UTC-6(-5DT)

on and invof rwy and taxiways dusk and after dark. NSTD rwy safety area grading byd each rwy end, large drop offs and rolling terrain, Rwy 14-32 NSTD MIRL, incorrect spacing of thid lgts at Rwy 32 end. ACTIVATE MIRL Rwy 14-32, PAPI Rwy 32-CTAF.

N38°02 44'

(19T) 6 N UTC-6(-5DT) N38°08.00' W92°44.01'

SEAPLANE REMARKS: Unattended. Waterways NW and SE, trees and bluffs all quadrants. No buoys showing ldg areas.

lgts. Rwy lighting system in poor condition with many broken and missing edge and thid lgts. ACTIVATE LIRL Rwy

a

KANSAS CITY

a

Œ

I_166

IAP

€3

63

C3 C3

<3

€3

€3

KANSAS CITY

KANSAS CITY

659 FIIFI MOGAS NOTAM FILE COLL WATERWAY NW-SE: 13000X1200 (WATER)

COMMUNICATIONS: CTAF 122.9

OSCEOLA MUNI 2 S UTC-6(-5DT) N38°01.12' W93°41.59' (3MO) 900 NOTAM FILE COU

RWY 18-36: 2430X74 (TURF-GRVL) LIRL (NSTD) RWY 18: Fence. RWY 36: Thid dspicd 300'. Trees.

AIRPORT REMARKS: Unattended. Rwy 18-36 south end 800' very soft turf after rain and in spring. Rwy 18-36 rough

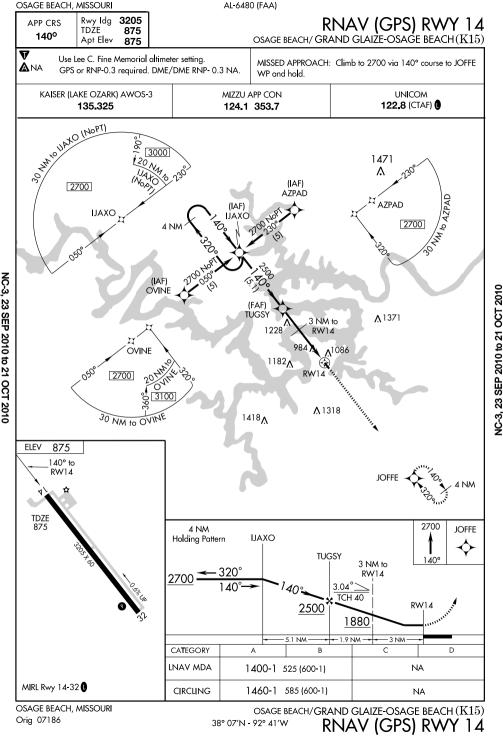
Heavy boat tfc Apr thru Oct. Waterways NW and SE rough sfc conditions Apr-Oct.

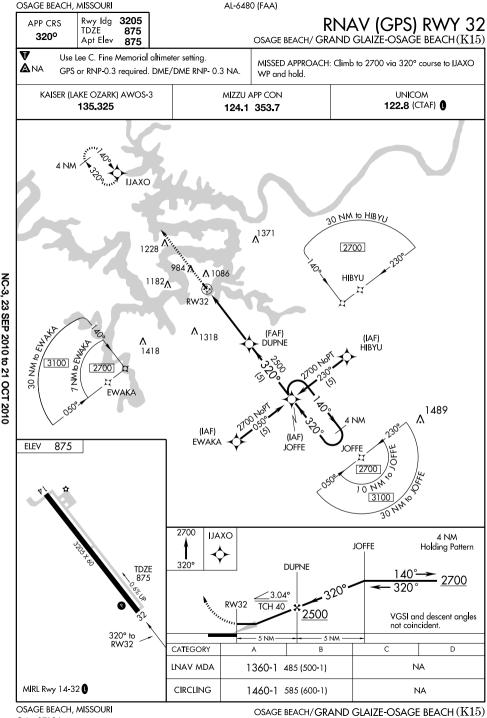
and uneven. NSTD Rwy safety area beyond Rwy 18 end, insufficient length and fence. Perpendicular twy not

intended for landing. Private E/W twy at Rwy 18 thld. Rwy 18 marked with large yellow cones. Dsplcd thld marked with 3 large yellow cones on each side of rwy. Rwy 36 dsplcd thld dalgt use only; dsplcd thld +3' higher than rwy end thid. Rwy 18-36 NSTD LIRL, Rwy 18-6 green thid lgts; Rwy 36-6 green thid lgts; no dspicd thid

COMMUNICATIONS: CTAF 122 9 OWEN FLD (See SEYMOUR)

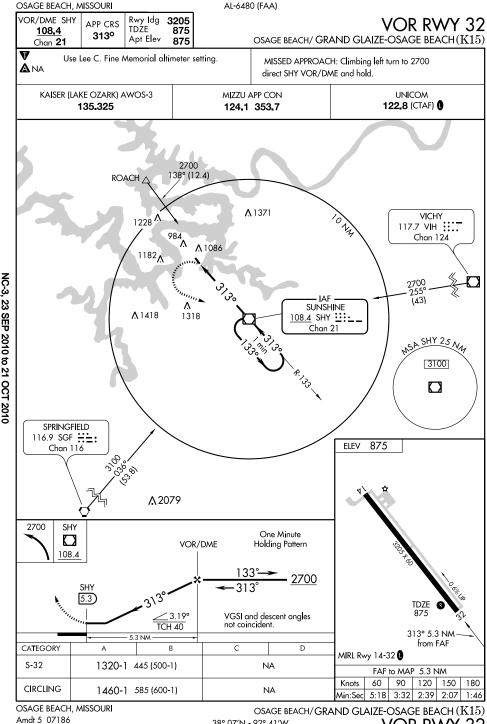
18-36-122.8.





Orig 07186

38° 07′N - 92° 41′W RNAV (GPS) RWY 32 NC-3, 23 SEP 2010 to 21 OCT 2010



38° 07'N - 92° 41'W

NC-3, 23 SEP 2010 to 21 OCT 2010

PERRINE N37°45 84' W90°25 72' NOTAM FILE FAM NDB (MHW) 367 PRI at Farmington Rgnl, Unmonitored.

> (KØ2) 9 N UTC-6(-5DT) N37°52.12′ W89°51.73′ NOTAM FILE STI

> > MIRL

RWY 02-20: H7003X100 (CONC) S-28. D-48 RWY 02: REIL. Thid dsplcd 520'.Road.

S2

PERRYVILLE MUNI

372 B

RWY 20: REIL. PAPI(P2L).

AIRPORT REMARKS: Attended Mon-Fri 1400-2230Z‡, Sat-Sun 1400-2000Z‡. Transient acft use facilities on west side of rwv. High performance military jet acft production test flying during daylight hours; cables may be across rwy at these times. Cables are located approximately 1.800' south of Rwy 20 thld and 1.800' north of Rwy 02 thld. Check NOTAMS and ask UNICOM opr for current rwy situation. NSTD rwy safety area byd Rwy 20 end. incorrect terrain grades and crops. REIL located at rwy thid, not at dsplcd thld. MIRL Rwy 02-20 preset on low ints; to increase ints

and ACTIVATE MIRL Rwv 02-20, PAPI Rwv 20, REIL Rwv 02 and Rwv 20-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8 FARMINGTON RCO 122.3 (ST LOUIS RADIO) FARMINGTON RCO 122.1R 115.7T (ST LOUIS RADIO) KANSAS CITY CENTER APP/DEP CON 127.47

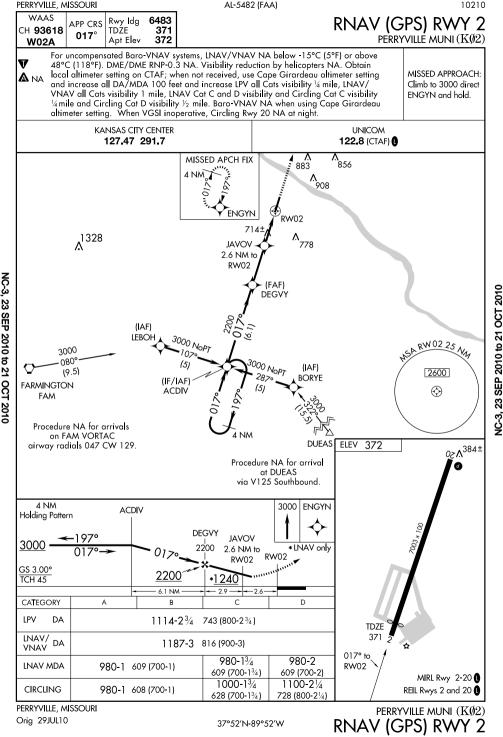
H-5D. L-16H IAP ß

STIINI T2

ST. LOUIS

L-16H

RADIO AIDS TO NAVIGATION: NOTAM FILE FAM. FARMINGTON (H) VORTAC 115.7 FAM Chan 104 N37°40.41' W90°14 04' 055° 21 2 NM to fld 1220/1F HIWAS



PERRYVILLE, MISSOURI AL-5482 (FAA) 10210 WAAS 7003 RNAV (GPS) RWY 20 Rwy Ida APP CRS CH **53418** TDŹE 372 197° PERRYVILLE MUNI $(K\emptyset2)$ Apt Elev **W20A** When VGSI inoperative, Straight-in/Circling Rwy 20 procedureNA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or AN A above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters MISSED APPROACH: NA. Obtain local altimeter setting on CTAF; when not received, use Cape Girardeau Climb to 3000 direct altimeter setting and increase all DA/MDA 100 feet; increase LPV all Cats, ACDIV and hold. LNAV/VNAV all Cats, LNAV Cat C and D and Circling Cat C visibility 1/4 mile and Circling Cat D visibility ½ mile. Baro-VNAV NA with Cape Girardeau altimeter setting. KANSAS CITY CENTER 127.47 291.7 122.8 (CTAF) 0 **BURCK** Procedure NA for arrival SUMAN at SUMAN on V72 Northeast Bound Procedure NA for arrival 4 NM at BURCK on V125 Northwest Bound. (IAF) 3000 Nop **FFTPA** (IF/IAF) ENGYN 3000 NOPT 287 (5) (IAF) % % % OFILO (FAF) 1090<mark>^</mark> AGCOV 1145 860 883 NSA RW 20 25 Ny **HUCRI** 792± 2.6 NM to **RW20** 2600 MISSED APCH FIX ELEV 372 ACDIV 197° to **RW20** RW20 o≥'^\^384± 778_A TDZE 4 NM 3000 **ACDIV ENGYN** 372 Holding Pattern **AGCOV** HUCRI 3000 *LNAV only 2.6 NM to 2200 197

PERRYVILLE, MISSOURI Orig 29JUL10

NC-3, 23 SEP 2010 to 21 OCT 2010

PERRYVILLE MUNI (KØ2) RNAV (GPS) RWY 20

697-11/4 325 (400-11/4)

C

980-13/4

608 (700-134)

1000-13/4

628 (700-134)

250 (300-1)

2200

6 NM

В

622-1

VC-3, 23 SEP 2010 to 21 OCT 2010

GS 3.00°

TCH 45

D

980-2

608 (700-2)

1100-21/4

728 (800-21/4)

*1240

980-1 608 (700-1)

980-1 608 (700-1)

RW20

CATEGORY

DA

LPV

LNAV/ DA

VNAV

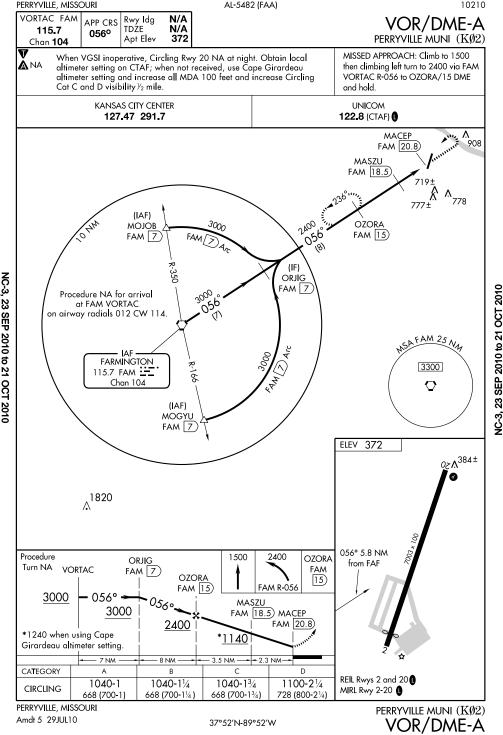
MIRL Rwy 2-20 1

REIL Rwys 2 and 20 1

LNAV MDA

CIRCLING

26



MIRL 03-21 OTS indef, MIRL Rwv 03-21 preset on med ints and REIL Rwv 03 and Rwv 21 opr dusk-0800Z‡, to

NOTAM FILE COU.

N37°07.57′ W90°42.81′

UTC-6(-5DT)

(PYN) 467 B FIIFI 100LL NOTAM FILE STI RWY 03-21: H3300X60 (ASPH) S-12.5

PIFNMONT MIINI

RWY 03: REIL. Trees. Rgt tfc. RWY 21: REIL. Trees. AIRPORT REMARKS: Unattended. For fuel call 573-223-4300. Rwy 03-21 CLOSED SS-SR. Birds and wildlife on and invof arpt. Last 35' of turnaround at SE twy not usable, pilots of low wing acft use care. Rotating bcn OTS indef.

2 SW

increase ints MIRL Rwv 03-21 ACTIVATE-CTAF, After 0800Z ACTIVATE MIRL Rwv 03-21 and REIL Rwv 03 and Rwv 21-CTAF. WEATHER DATA SOURCES: AWOS-3 118.475 (573) 223-2796. COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM freq not monitored.

RADIO AIDS TO NAVIGATION: NOTAM FILE FAM FARMINGTON (H) VORTAC 115.7 Chan 104 FAM

HIWAS. VASI Rwy 21 opr 24 hrs. PLATTSBURG AIRPARK (5MO) 2 N UTC-6(-5DT)

1020 S4 NOTAM FILE COU RWY 18-36: 2100X20 (ASPH-TURF)

RWY 18: Fence. RWY 36: Trees. AIRPORT REMARKS: Attended dawn-dusk, Wildlife on and invof arpt, large flocks of geese on lake, Rwy 18-36 asph width variance 6-20'. Rwy 18-36 south 510' and north 70' of turf in good condition, asph has potholes with

loose aggregate and vegetation growing in cracks. COMMUNICATIONS: CTAF 122 9

PNINT LOOKOUT N36°37.65′ W93°13.80′ RCO 122.65 (COLUMBIA RADIO) POINT LOOKOUT

M. GRAHAM CLARK-TANEY CO (PLK) 1 NE UTC-6(-5DT) S2 FUEL 100LL, JET A NOTAM FILE COU RWY 11-29: H3738X100 (ASPH-GRVD) S-70, D-100 MIRL RWY 11: REIL. Thid dsplcd 113'.

RWY 29: REIL. VASI(V4R)—GA 3.0° TCH 52'. Thid dspicd 86'. AIRPORT REMARKS: Attended Sep-May 1300-0100Z±, Jun-Aug 1300-0300Z[±]. Deer on and invof arpt. Student training activities in the area. Branson Arpt attractions near arpt. General aviation

sycs E end of airfield. Private air ambulance helicopter parking on east side of general aviation terminal. No safety/overrun areas at rwy ends-large drop-offs. Steep terrain gradients along rwy payement edges, Rwy 11 REIL located at dsplcd thid, Rwy 29 REIL located at dsplcd thid. ACTIVATE MIRL Rwy 11-29, VASI Rwy 29,

REIL Rwy 11 and Rwy 29-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.7 (R) SPRINGFIELD APP/DEP CON 126.35

POINT LOOKOUT RCO 122.65 (COLUMBIA RADIO) RADIO AIDS TO NAVIGATION: NOTAM FILE COU. DOGWOOD (L) VORTAC 109.4 DGD

Chan 31 N37°01.41′ W92°52.62' 210° 29.2 NM to fld. 1600/6E.

N39°35 68' W94°27 69'

N36°37.56′ W93°13.74′

N37°40.41′ W90°14.04′ 214° 40.0 NM to fld. 1220/1E.

KANSAS CITY L-16F

KANSAS CITY I-16H

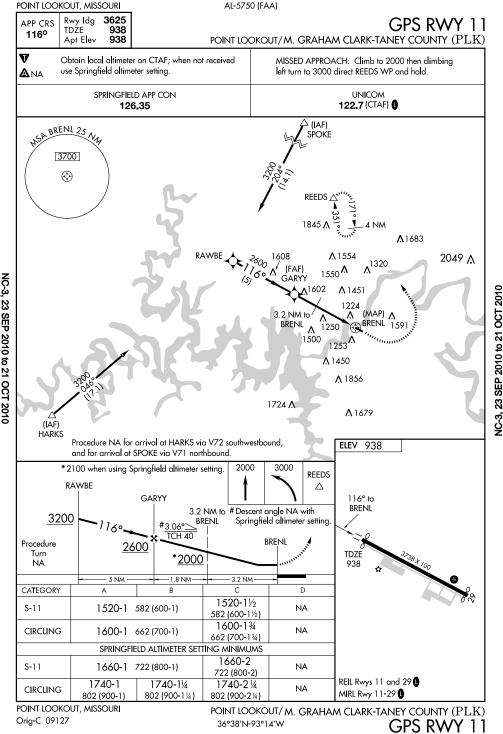
KANSAS CITY

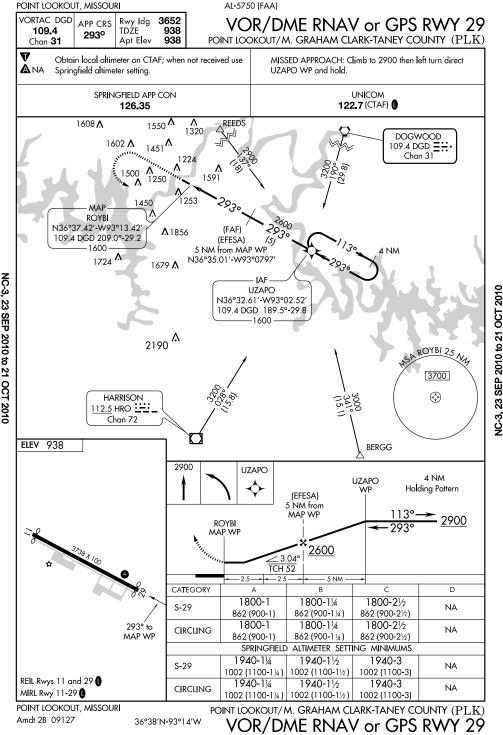
KANSAS CITY

L-16F

(3

IAP (3





3 E

AIRPORT REMARKS: Attended 1300-2200Z‡. Crop dusting on and invof arpt from Mar to Aug. Rwy 18-36 first 1000' of Rwy 18 is conc

end. NSTD Rwy 36 marking, incorrect spacing of dsplcd thld

FUEL 100LL, JET A NOTAM FILE POF

RWY 18-36: H5008X100 (ASPH-CONC) RWY 18: REIL, PAPI(P4L)-GA 3.0° TCH 30', Trees. RWY 36: REIL. VASI(V4L)-GA 3.0° TCH 40'. Thid dspicd 300'. Trees.

(POF)

S-16

UTC-6(-5DT) N36°46.44′ W90°19.49′

MIRL (NSTD)

N36°33.31'

markings. Twy from apron to Rwy 36 end does not provide sufficient visual reference of Rwy 36 apch area while taxiing to

Rwy 36 end from apron. ACTIVATE MIRL Rwy 18-36 and VASI Rwy 36 and PAPI Rwv 18-CTAF. WEATHER DATA SOURCES: ASOS 124.225 (573) 778-9172.

COMMUNICATIONS: CTAF/UNICOM 123.0 (R) MEMPHIS CENTER APP/DEP CON 120.075 RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

MALDEN (L) VORTAC 111.2 MAW Chan 49 W89°54.69'

300° 23.9 NM to fld. 280/3E. EARLI NDB (MHW/LOM) 278 FD

N36°40.14′ W90°19.70′ 359° 6.3 NM to fld. Unmonitored. NOTAM FILE POF.

SDF 108.7 LOM EARLI NDB. Backcourse unusable. FDI Rwy 36.

POTOSI (8WC) 3 E

POPLAR BLUFF MUNI

331 B S2

WASHINGTON CO

FUEL 100LL, JET A NOTAM FILE STL RWY 02-20: H4000X60 (ASPH) S-11 MIRL 0.3% up S. RWY 02: Trees. Rgt tfc. RWY 20: Trees. AIRPORT REMARKS: Attended Mon-Fri 1400-2230Z‡, For fuel after hrs

call number posted by outside phone. FBO and fuel located at

south apron. Wildlife on and invof arpt. Use right tfc for Rwy 02, do not overfly prison area. Rwy 02-20 pavement rated for acft under 12,500 pounds. ACTIVATE MIRL Rwy 02-20-CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0 (R) KANSAS CITY CENTER APP/DEP CON 128.35 RADIO AIDS TO NAVIGATION: NOTAM FILE FAM. FARMINGTON (H) VORTAC 115.7 FAM Chan 104 W90°14.04′ 302° 28.2 NM to fld. 1220/1E. HIWAS.

(7MO)

2 NW

UTC-6(-5DT)

18-36 marked with large yellow cones, dsplcd thid Rwy 36 marked with 3 large yellow cones on each side of

81 remainder is asph. Rwy 18-36 dsplcd thld lgts set at 300' fm rwy 5008 X 100

03 C3

N40°25.26′ W93°35.97′

NOTAM FILE COU RWY 18-36: 2475X100 (TURF)

RWY 18: Tree. RWY 36: Thid dspicd 200'. Tree.

AIRPORT REMARKS: Unattended. Call arpt manager for conditions 660-748-4375. 45' utility lines 1300' south of Rwy

terrain grade. NSTD rwy safety areas byd each rwy end, Rwy 18 end has incorrect terrain grades, insufficient

36 thld. Rwy soft in spring and fall. Wildlife on and invof arpt. Rwy thlds line of sight obstructed by changes in

length, ditch, bush and trees, Rwy 36 end has insufficient length, ditch, fence, road, brush and trees. Rwy

rwy. Rwy 36 dsplcd thld is 3' higher than rwy end.

COMMUNICATIONS: CTAF 122.9 RANKIN

PRINCETON-KAUFFMAN MEM

(See MARYVILLE)

UTC-6(-5DT) N37°55.75' W90°43.89' ST LOUIS L-16H

IAP

ST LOUIS

IAP

H-6J, L-16H

OMAHA

POPLAR BLUFF, MISSOURI AL-5622 (FAA) WAAS 5008 Rwy Idg RNAV (GPS) RWY 18 APP CRS сн **97499** TDŹE 331 181° 331 POPLAR BLUFF MUNI (POF) W18A Apt Elev Baro-VNAV NA when using Cape Girardeau altimeter setting. V MISSED APPROACH: Climb to 2300 direct EKRUF DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Α and hold. If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs 106 feet/MDAs 120 feet. **ASOS** UNICOM MEMPHIS CENTER 124,225 120.075 289.4 123.0 (CTAF) 0 (IAF) (IAF) 3000 2709 LEPER AČIWA △ SOBAW (12)¹¹²⁵∧ 2300 NoPT 181° (6.2) (IF/IAF) **ETBUW** NC-3, 23 SEP 2010 to 21 OCT 2010 2300 | **81** (FAF) SARW 18 25 Ny CUFGO ⁷⁶²∧ ۸⁷¹⁹ 2200 863 \bigcirc 569± NUCIL

VC-3, 23 SEP 2010 to 21 OCT 2010

2.9 NM to 1050 519 **RW18** MISSED APCH FIX 404± 631**^** RW18 ۸₄₇₃ ELEV 331 181° to Rwy 36 ldg 4708 5 NM **RW18** 81 **TDZE** 2300 VGSI and RNAV glidepath not coincident. **EKRUF** 5 NM 331 Holding Pattern **CUFGO ETBUW** NUCIL 2.9 NM to *LNAV only RW18 2300 181° RW18 2300 5008 X 100 1300* GS 3.00° TCH 40 -2.9 NM → --3.1 NM ---6.5 NM CATEGORY D LPV DA 634-1 303 (400-1) LNAV/ DA 675-11/4 344 (400-11/4) VNAV 800-11/2 800-11/4 LNAV MDA 800-1 469 (500-1) 469 (500-11/2) 469 (500-11/4) MIRL Rwy 18-36 840-11/2 900-2 CIRCLING 840-1 509 (600-1) REIL Rwys 18 and 36 509 (600-11/2) 569 (600-2) POPLAR BLUFF, MISSOURI POPLAR BLUFF MUNI (POF) Orig 07242

RNAV (GPS) RW

V

NC-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 36

POPLAR BLUFF MUNI (POF)

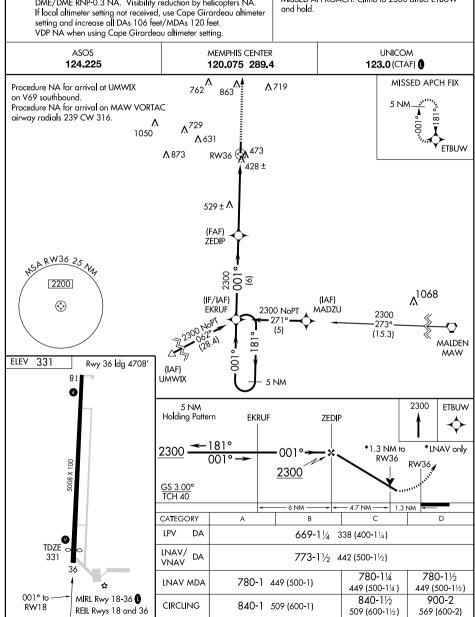
VC-3, 23 SEP 2010 to 21 OCT 2010

MISSED APPROACH: Climb to 2300 direct ETBUW

For uncompensated Baro-VNAV systems, LNAV/VNAV NA A below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. setting and increase all DAs 106 feet/MDAs 120 feet. VDP NA when using Cape Girardeau altimeter setting.

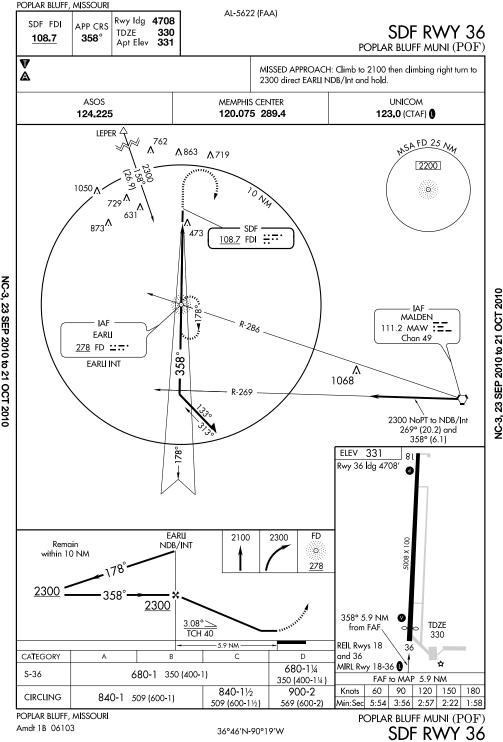
Baro-VNAV NA when using Cape Girardeau altimeter setting.

and hold.



POPLAR BLUFF, MISSOURI

36°46′N-90°19′W



3 E

AIRPORT REMARKS: Attended 1300-2200Z‡. Crop dusting on and invof arpt from Mar to Aug. Rwy 18-36 first 1000' of Rwy 18 is conc

end. NSTD Rwy 36 marking, incorrect spacing of dsplcd thld

FUEL 100LL, JET A NOTAM FILE POF

RWY 18-36: H5008X100 (ASPH-CONC) RWY 18: REIL, PAPI(P4L)-GA 3.0° TCH 30', Trees. RWY 36: REIL. VASI(V4L)-GA 3.0° TCH 40'. Thid dspicd 300'. Trees.

(POF)

S-16

UTC-6(-5DT) N36°46.44′ W90°19.49′

MIRL (NSTD)

N36°33.31'

markings. Twy from apron to Rwy 36 end does not provide sufficient visual reference of Rwy 36 apch area while taxiing to

Rwy 36 end from apron. ACTIVATE MIRL Rwy 18-36 and VASI Rwy 36 and PAPI Rwv 18-CTAF. WEATHER DATA SOURCES: ASOS 124.225 (573) 778-9172.

COMMUNICATIONS: CTAF/UNICOM 123.0 (R) MEMPHIS CENTER APP/DEP CON 120.075 RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

MALDEN (L) VORTAC 111.2 MAW Chan 49 W89°54.69'

300° 23.9 NM to fld. 280/3E. EARLI NDB (MHW/LOM) 278 FD

N36°40.14′ W90°19.70′ 359° 6.3 NM to fld. Unmonitored. NOTAM FILE POF.

SDF 108.7 LOM EARLI NDB. Backcourse unusable. FDI Rwy 36.

POTOSI (8WC) 3 E

POPLAR BLUFF MUNI

331 B S2

WASHINGTON CO

FUEL 100LL, JET A NOTAM FILE STL RWY 02-20: H4000X60 (ASPH) S-11 MIRL 0.3% up S. RWY 02: Trees. Rgt tfc. RWY 20: Trees. AIRPORT REMARKS: Attended Mon-Fri 1400-2230Z‡, For fuel after hrs

call number posted by outside phone. FBO and fuel located at

south apron. Wildlife on and invof arpt. Use right tfc for Rwy 02, do not overfly prison area. Rwy 02-20 pavement rated for acft under 12,500 pounds. ACTIVATE MIRL Rwy 02-20-CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0 (R) KANSAS CITY CENTER APP/DEP CON 128.35 RADIO AIDS TO NAVIGATION: NOTAM FILE FAM. FARMINGTON (H) VORTAC 115.7 FAM Chan 104 W90°14.04′ 302° 28.2 NM to fld. 1220/1E. HIWAS.

(7MO)

2 NW

UTC-6(-5DT)

18-36 marked with large yellow cones, dsplcd thid Rwy 36 marked with 3 large yellow cones on each side of

81 remainder is asph. Rwy 18-36 dsplcd thld lgts set at 300' fm rwy 5008 X 100

03 C3

N40°25.26′ W93°35.97′

NOTAM FILE COU RWY 18-36: 2475X100 (TURF)

RWY 18: Tree. RWY 36: Thid dspicd 200'. Tree.

AIRPORT REMARKS: Unattended. Call arpt manager for conditions 660-748-4375. 45' utility lines 1300' south of Rwy

terrain grade. NSTD rwy safety areas byd each rwy end, Rwy 18 end has incorrect terrain grades, insufficient

36 thld. Rwy soft in spring and fall. Wildlife on and invof arpt. Rwy thlds line of sight obstructed by changes in

length, ditch, bush and trees, Rwy 36 end has insufficient length, ditch, fence, road, brush and trees. Rwy

rwy. Rwy 36 dsplcd thld is 3' higher than rwy end.

COMMUNICATIONS: CTAF 122.9 RANKIN

PRINCETON-KAUFFMAN MEM

(See MARYVILLE)

UTC-6(-5DT) N37°55.75' W90°43.89' ST LOUIS L-16H

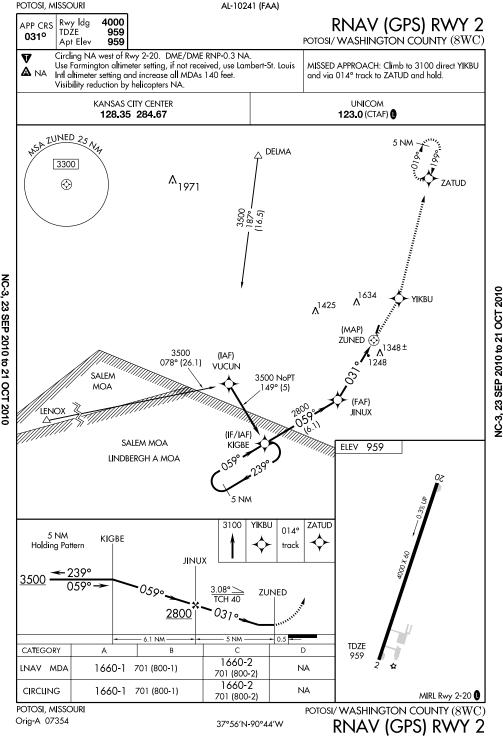
IAP

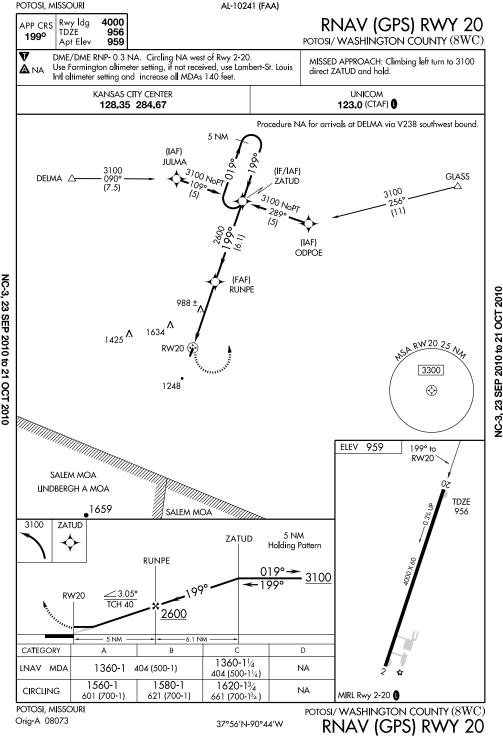
ST LOUIS

IAP

H-6J, L-16H

OMAHA





RICHLAND MUNI (MO1) 1 N UTC-6(-5DT) N37°52.49′ W92°24.48′ 1110 NOTAM FILE COU

HIWAS.

RWY 14-32: H3000X60 (ASPH) S-6 LIRI

RWY 14: Thid dspicd 170'. Trees.

RWY 32: Thid dspicd 130'. Trees.

AIRPORT REMARKS: Unattended, Ultralight activity on and invof arpt.

Wildlife on and invof arpt. Turnoff Igts to ramp only. Golfers

crossing rwy approximately 800' NW of Rwy 32 thld. ACTIVATE LIRL Rwv 14-32-CTAF.

COMMUNICATIONS: CTAF 122.9 RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

MAP N37°35.45' MAPLES (L) VORTAC 113.4 Chan 81 W91°47.32' 294° 34.0 NM to fld. 1370/6E.

ଫ ଫ ଫ ଫ ഗുര്ദ 30 C3 C3 G G G G G G G G

KANSAS CITY

KANSAS CITY

KANSAS CITY

I-166

L-10J. A

L-16G

RIVERSIDE N39°07.22′ W94°35.80′ NOTAM FILE MKC.

(T) VORW/DME 111.4 RIS Chan 51 at Charles B. Wheeler Downtown, 740/5E.

VOR/DME unusable 090°-170° 320°-345°

VOR unusable byd 15 NM

NOTAM FILE COLL

ROLLA DOWNTOWN

987

(KØ7) 3 SW UTC-6(-5DT)

RWY 09-27: H3028X38 (ASPH) LIRL (NSTD) 0.3% up E

RWY 09: Trees. RWY 27: Thid dsplcd 445'. Tree. AIRPORT REMARKS: Unattended, Wildlife on and invof arpt, Ultralight

acft on and invof arpt. Rwy 09-27 line of sight obstructed by grade change in rwy. Tall brush located 70-125' S of rwy, fm Rwy

09 thid to access twy. Rwy 09-27 glassphalt coating deteriorating and glass chips are becoming loose. Tall weeds on rwy. Rwy 09-27 NSTD LIRL: Two green thid lgts Rwy 09: Two green thid lgts 10-15 feet west of dsplcd thid bar Rwy 27: No dsplcd thid lgts: Rwy edge Igts 35-40 feet from rwy edge. First 445 feet of Rwy 27

unlgtd. Rwy 27 dsplcd thld elev 7 feet higher than rwy end elev;

dalgt ops only, Rwy 09-27 NSTD LIRL OTS indef, ACTIVATE LIRL Rwv 09-27-CTAF. COMMUNICATIONS: CTAF/UNICOM 122 8 LINICOM unmonitored

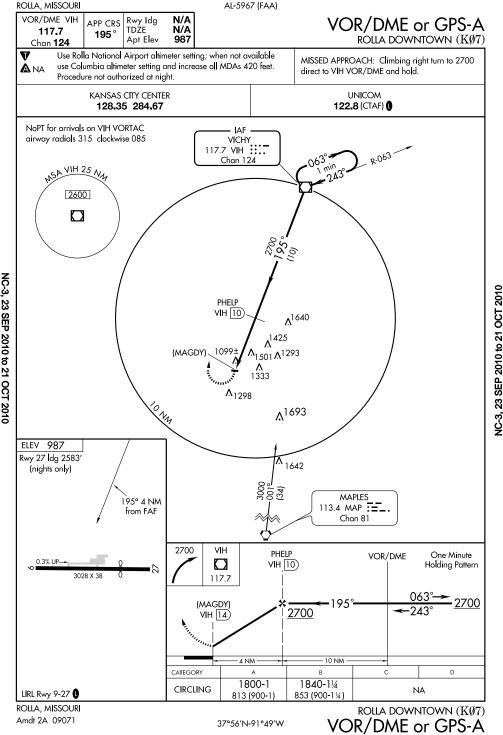
KANSAS CITY CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE VIH.

VICHY (L) VOR/DME 117.7 VIH Chan 124 N38°09 25' W91°42.41' 195° 14.0 NM to fld. 1110/6E.

N37°56.14' W91°48.81'

IAP €3 3028 X 38



RWY 22: VASI(V4L)-GA 3.0° TCH 52'. Tree.

RULL A/VICHA ROLLA NATIONAL (VIH) 11 N UTC-6(-5DT) N38°07.65' W91°46.17'

FUEL 100LL, JET A NOTAM FILE COU S2

RWY 04-22: H5500X100 (ASPH) S-75, D-85, 2S-108, 2D-130 HIRL (NSTD)

S-48, D-62, 2D-92

N38°09.25'

RWY 04: VASI(V4L)—GA 3.0° TCH 45'. Thid dsplcd 213'. Road.

RWY 13: Road.

RWY 31. Trees

AIRPORT REMARKS: Attended 1300Z‡-dusk, 97' twr located 1800' NNE

of Rwy 13 thld. Radio controlled model airplanes invof arpt.

Wildlife on and invof arpt, CLSD Rwv 18-36 not to be used as twv. Helipad parking on SE corner of apron. Airframe and power plant

ROSECRANS MEM

pavement edge, ACTIVATE HIRL Rwv 04-22 MIRL Rwv 13-31, VASI Rwy 04 and Rwy 22-CTAF. WEATHER DATA SOURCES: ASOS 119.025 (573) 299-4419.

RWY 13-31: H5500X100 (ASPH)

COMMUNICATIONS: CTAF/UNICOM 123.0 KANSAS CITY CENTER APP/DEP CON 128.35 AIRSPACE: CLASS E svc 1200-0400Z±.

RADIO AIDS TO NAVIGATION: NOTAM FILE VIH

VICHY (L) VOR/DME 117.7 VIH Chan 124 W91°42.41' 236° 3.4 NM to fld. 1110/6E.

RNNSTFRVILLE (See LIBERTY)

RWY 09-27: H3451X50 (ASPH)

ROY OTTEN MEM AIRFIELD (See VERSAILLES)

ST CHARLES

ST CHARLES (3SQ) 4 N UTC-6(-5DT) N38°50.92′ W90°30.01′

S4 FUEL 100LL TPA-1092(650)

RWY 09: VASI(V4L)-GA 3.0° TCH 40'. Brush. RWY 27: PAPI(P4R)-GA 3.0° TCH 39'. P-line. Rgt tfc. RWY 15-33: 2310X103 (TURF)

S-8

(See ST JOSEPH)

RWY 15: Thid dspicd 400', Road. RWY 33: P-line. RWY 18-36: 2145X100 (TURF)

RWY 18: Thid dspicd 400'. Road. RWY 36: Thid dspicd 200', Bldg.

AIRPORT REMARKS: Attended Apr-Oct 1400-0400Z±. Nov-Mar 1400-0200Z‡. Rwy 09-27 rough rwy surface. Transverse asphalt

ridges over majority of rwy. Rwy 09-27 cracks, rocks and asphalt

breaking up, length of rwy. Rwy 15-33 rolling rough and uneven. Rwy 18-36 various areas are rolling and rough. Crops located 60' fm rwy thids and 120' fm centerline first 1,800' of Rwy 09 are within rwy object free area and primary and transitional surfaces.

LIRL (NSTD)

NSTD rwy safety area clearing and terrain grades byd the end of Rwy 09, Rwy 27, Rwy 15 and Rwy 18, crops and ditch. Partial parallel twy for Rwy 09-27 located 70-75' fm rwy. Rwy 15-33 marked with large yellow cones, dsplcd thlds marked with 3 large

vellow cones on each side of rwy. Rwy 18-36 marked with large yellow cones, dsplcd thids marked with 3 large yellow cones on each side of rwy. Moderate student training. Rwy

COMMUNICATIONS: CTAF/UNICOM 123.0 **CLNC DEL** 120.15 (R) ST LOUIS APP/DEP CON 124.2

ß repairs emergency only. Rwy 04-22 NSTD HIRL, Igts are 34' from

0.5% up SW

000

2 1 × ×

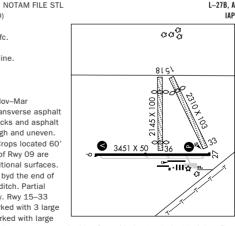
Fairaround

KANSAS CITY

H-5D, L-16G

IΛP

ST LOUIS



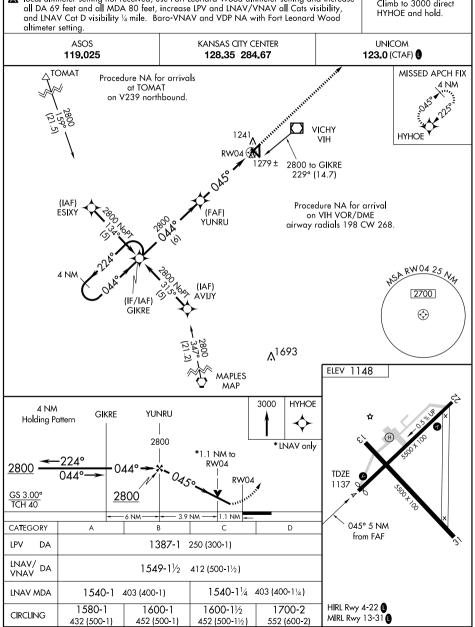
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

ST LOUIS (H) VORTACW 117.4 STL Chan 121 N38°51.64′ W90°28.94′ 228° 1.1 NM to fld. 450/1E. HIWAS

09-27 NSTD LIRL, 4 thid lgts Rwy 09. All thid lgt lens nstd color. Thid lgts and rwy edge lgts placed 45-50' from pavement edge. Rwy edge lgts white last 1700' of Rwy 09. ACTIVATE VASI Rwy 09, PAPI Rwy 27-CTAF.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When ▲ local altimeter setting not received, use Fort Leonard Wood altimeter setting and increase all DA 69 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility, and LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA with Fort Leonard Wood altimeter setting.

MISSED APPROACH: Climb to 3000 direct



ROLLA/VICHY, MISSOURI Orig 23SEP10

ROLLA NATIONAL (VIH) RNAV (GPS) RWY 4

* LNAV only WUZ 1.5 NM TO RW22 RW22

CATEGORY

DA

LPV

LNAV/ DA

VNAV LNAV MDA

CIRCLING

GIKRE

1.5 NM

2800

В 1317-3/4 200 (200-3/4) 1529-1/2 412 (400-1/2)

2800

6 NM

1549[∧]

EGEGE

2800

*1640

1520-1

1580-1

432 (500-1)

3.6 NM

HYHOE

1520-11/4 403 (400-11/4) 1600-11/2 1700-2 452 (500-11/2) 552 (600-2)

 \Diamond

4 NM

Holding Pattern

3000

GS 3.00 TCH 52

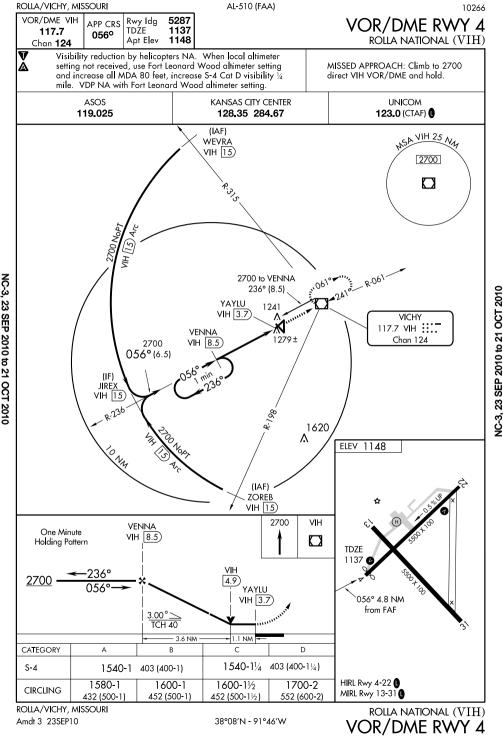
D

HIRL Rwy 4-22 1

403 (400-1)

1600-1

452 (500-1)



RWY 17: REIL. Trees.

Rwv 35-CTAF

COMMUNICATIONS: CTAF 122.9

MAPLES (L) VORTAC 113.4

S3

RWY 05-23: H3520X50 (ASPH)

RWY 05. Tree

W91°47.32'

SEDALIA MEM

SALEM MEM (K33) 4 SW UTC-6(-5DT) N37°36.91′ W91°36.27′

В FUEL 100LL TPA-2041(800) NOTAM FILE STL RWY 17-35: H2998X60 (ASPH) S-12.5 MIRL 0.7% up S

AIRPORT REMARKS: Unattended, Fuel unavbl, Helicopter operations on and invof arpt. Rwy 17-35 NSTD markings. ACTIVATE MIRL Rwy 17-35-CTAF: to increase ints and ACTIVATE REIL Rwv 17 and

RWY 35: REIL. Trees.

(DMO) 2 E UTC-6(-5DT) N38°42.44′ W93°10.55′

MAP Chan 81 074° 9.0 NM to fld. 1370/6E. HIWAS.

FUEL 100LL, JET A NOTAM FILE DMO

S-9. D-11.3

KANSAS CITY CENTER APP/DEP CON 128.35 RADIO AIDS TO NAVIGATION: NOTAM FILE MAP 333 ČO €3 33

KANSAS CITY

KANSAS CITY

H-5D, L-27A

81

(a)

8*

₹3

C3 (3 36 G G

Œ

N39°05.73′ W94°07.73′ 110° 50.3 NM to fld. 878/7E.

€3

KANSAS CITY

IAP

L-16G

RWY 18-36: H5500X100 (CONC-WC) S-30, D-48 MIRL RWY 18: REIL, PAPI(P2L)-GA 3.0° TCH 37'.

RWY 36: REIL. PAPI(P2L)-GA 3.0° TCH 30'. Tree. Rgt tfc.

0.7% up SW AIRPORT REMARKS: Attended Apr-Oct Mon-Fri 1300-0100Z‡ Nov-Mar

rwy wire combed. Rwy 18 and Rwy 36 REIL OTS indefinitely. ACTIVATE MIRL Rwy 18-36 and REIL Rwy 18 and Rwy 36-CTAF. PAPI Rwy 18 and Rwy 36 on 24 hrs. WEATHER DATA SOURCES: ASOS 120.525 (660) 826-8225. COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 122.05 (COLUMBIA RADIO) R WHITEMAN APP CON 127.45 (Opr 24 hrs from Mon 1300Z‡ thru Sat 0500Z‡, Sat-Sun 1400-2300Z‡, clsd holiday) other times ctc KANSAS CITY CENTER APP/DEP CON 135.575

(R) DEP CON 125.925 (Opr 24 hrs from Mon 1300Z‡ thru Sat 0500Z‡, Sat-Sun 1400-2300Z‡, clsd holiday) other times ctc

RWY 23: Tree. Rgt tfc.

Mon-Fri 1300-0000Z±, Jan-Dec Sat-Sun 1400-2200Z±, Wildlife on rwys early morning and dusk. Rwy 18-36 approximately 40% of

KANSAS CITY CENTER APP/DEP CON 135.575 RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NAPOLEON (L) VORTACW 114.0 ANX

NDB (MHW) 281 DMO N38°42.26' W93°10.60'

SEYMOUR

OWEN FLD (H58) 3 NE UTC-6(-5DT) N37°11.08' W92°44.26'

NOTAM FILE COU

RWY 01-19: 2800X45 (TURF) RWY 01: Trees. RWY 19: Trees. RWY 15-33: 1725X25 (TURF)

RWY 15: Trees

obstructions at rwy end. COMMUNICATIONS: CTAF 122 9

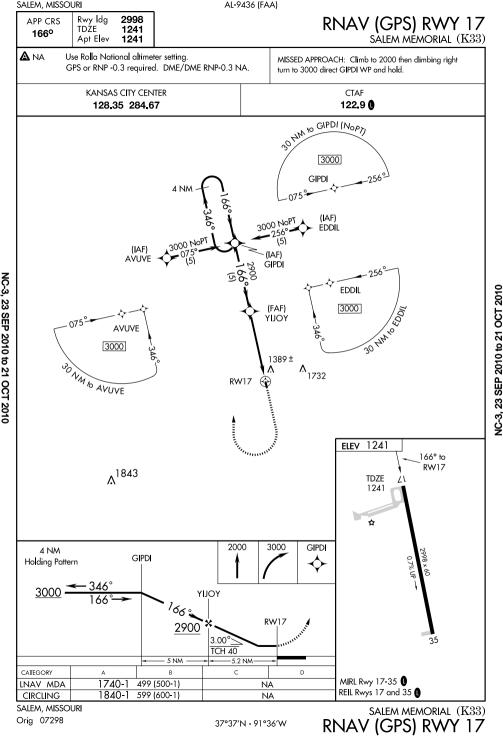
RWY 33: Trees. AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. Hazardous operating conditions exist at this arpt. Exercise caution when using this facility. Cattle and livestock may be on rwys at any time. NSTD rwy safety areas

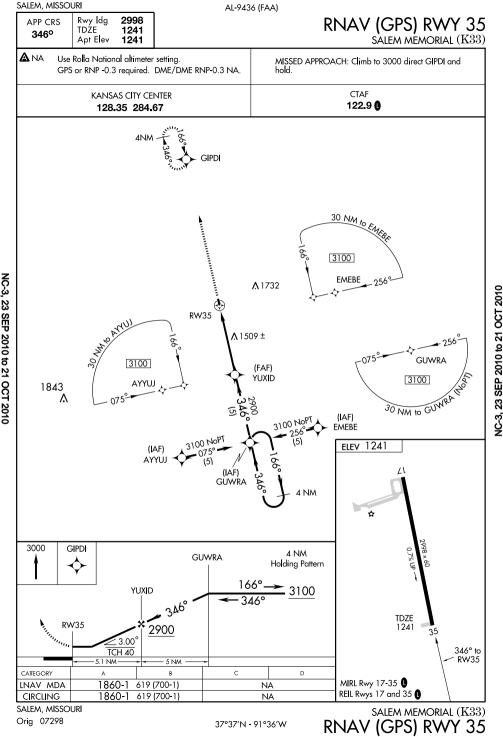
Chan 87

byd each rwy end, incorrect terrain gradients, fences, trees, brush, ditches, crops and bldgs. Wildlife on and invof arpt. Line of sight fm rwy ends obstructed by changes in rwy grade. After heavy rains, call 417-935-2232 for rwy conditions. Rwy 01-19 first 1000' of Rwy 19 has a very steep slope, rwy surface rough, rolling, uneven

at fld.

and narrow with tall obstructions at rwy end. Rwy 15-33 rwy surface rough, rolling, uneven and narrow with tall





RWY 17: REIL. Trees.

Rwv 35-CTAF

COMMUNICATIONS: CTAF 122.9

MAPLES (L) VORTAC 113.4

S3

RWY 05-23: H3520X50 (ASPH)

RWY 05. Tree

W91°47.32'

SEDALIA MEM

SALEM MEM (K33) 4 SW UTC-6(-5DT) N37°36.91′ W91°36.27′

В FUEL 100LL TPA-2041(800) NOTAM FILE STL RWY 17-35: H2998X60 (ASPH) S-12.5 MIRL 0.7% up S

AIRPORT REMARKS: Unattended, Fuel unavbl, Helicopter operations on and invof arpt. Rwy 17-35 NSTD markings. ACTIVATE MIRL Rwy 17-35-CTAF: to increase ints and ACTIVATE REIL Rwv 17 and

RWY 35: REIL. Trees.

(DMO) 2 E UTC-6(-5DT) N38°42.44′ W93°10.55′

MAP Chan 81 074° 9.0 NM to fld. 1370/6E. HIWAS.

FUEL 100LL, JET A NOTAM FILE DMO

S-9. D-11.3

KANSAS CITY CENTER APP/DEP CON 128.35 RADIO AIDS TO NAVIGATION: NOTAM FILE MAP 333 ČO €3 33

KANSAS CITY

KANSAS CITY

H-5D, L-27A

81

(a)

8*

₹3

C3 (3 36 G G

Œ

N39°05.73′ W94°07.73′ 110° 50.3 NM to fld. 878/7E.

€3

KANSAS CITY

IAP

L-16G

RWY 18-36: H5500X100 (CONC-WC) S-30, D-48 MIRL RWY 18: REIL, PAPI(P2L)-GA 3.0° TCH 37'.

RWY 36: REIL. PAPI(P2L)-GA 3.0° TCH 30'. Tree. Rgt tfc.

0.7% up SW AIRPORT REMARKS: Attended Apr-Oct Mon-Fri 1300-0100Z‡ Nov-Mar

rwy wire combed. Rwy 18 and Rwy 36 REIL OTS indefinitely. ACTIVATE MIRL Rwy 18-36 and REIL Rwy 18 and Rwy 36-CTAF. PAPI Rwy 18 and Rwy 36 on 24 hrs. WEATHER DATA SOURCES: ASOS 120.525 (660) 826-8225. COMMUNICATIONS: CTAF/UNICOM 122.8 RCO 122.05 (COLUMBIA RADIO) R WHITEMAN APP CON 127.45 (Opr 24 hrs from Mon 1300Z‡ thru Sat 0500Z‡, Sat-Sun 1400-2300Z‡, clsd holiday) other times ctc KANSAS CITY CENTER APP/DEP CON 135.575

(R) DEP CON 125.925 (Opr 24 hrs from Mon 1300Z‡ thru Sat 0500Z‡, Sat-Sun 1400-2300Z‡, clsd holiday) other times ctc

RWY 23: Tree. Rgt tfc.

Mon-Fri 1300-0000Z±, Jan-Dec Sat-Sun 1400-2200Z±, Wildlife on rwys early morning and dusk. Rwy 18-36 approximately 40% of

KANSAS CITY CENTER APP/DEP CON 135.575 RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NAPOLEON (L) VORTACW 114.0 ANX

NDB (MHW) 281 DMO N38°42.26' W93°10.60'

SEYMOUR

OWEN FLD (H58) 3 NE UTC-6(-5DT) N37°11.08' W92°44.26'

NOTAM FILE COU

RWY 01-19: 2800X45 (TURF) RWY 01: Trees. RWY 19: Trees. RWY 15-33: 1725X25 (TURF)

RWY 15: Trees

obstructions at rwy end. COMMUNICATIONS: CTAF 122 9

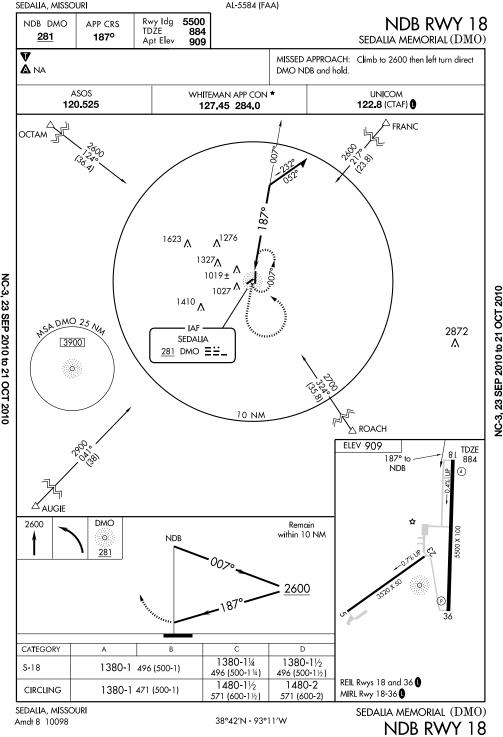
RWY 33: Trees. AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. Hazardous operating conditions exist at this arpt. Exercise caution when using this facility. Cattle and livestock may be on rwys at any time. NSTD rwy safety areas

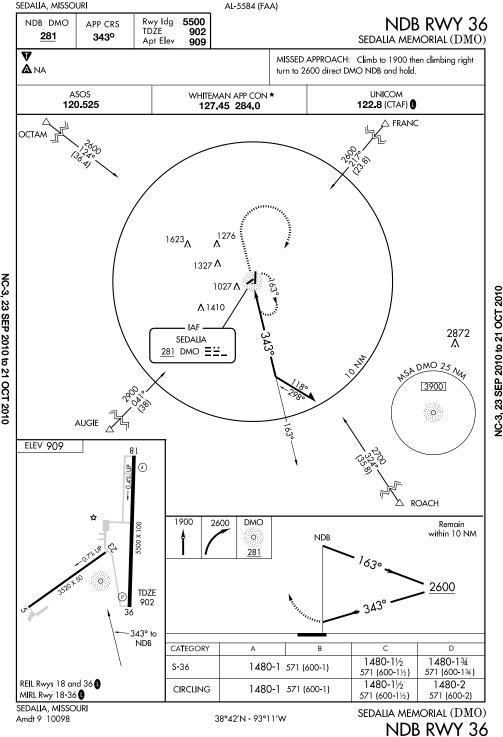
Chan 87

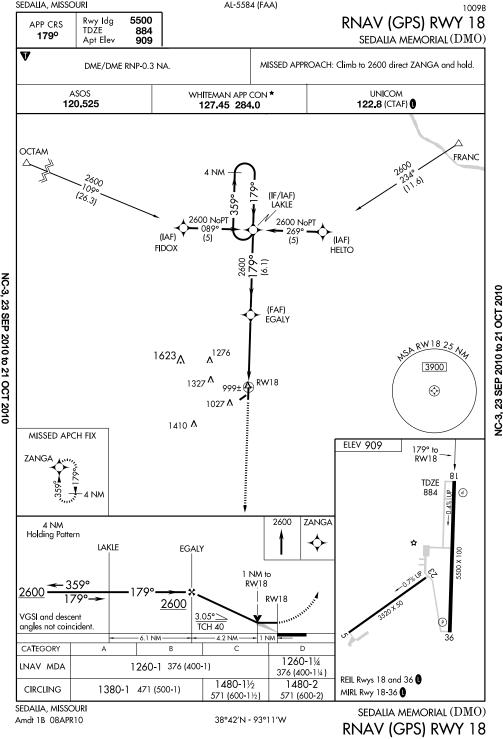
byd each rwy end, incorrect terrain gradients, fences, trees, brush, ditches, crops and bldgs. Wildlife on and invof arpt. Line of sight fm rwy ends obstructed by changes in rwy grade. After heavy rains, call 417-935-2232 for rwy conditions. Rwy 01-19 first 1000' of Rwy 19 has a very steep slope, rwy surface rough, rolling, uneven

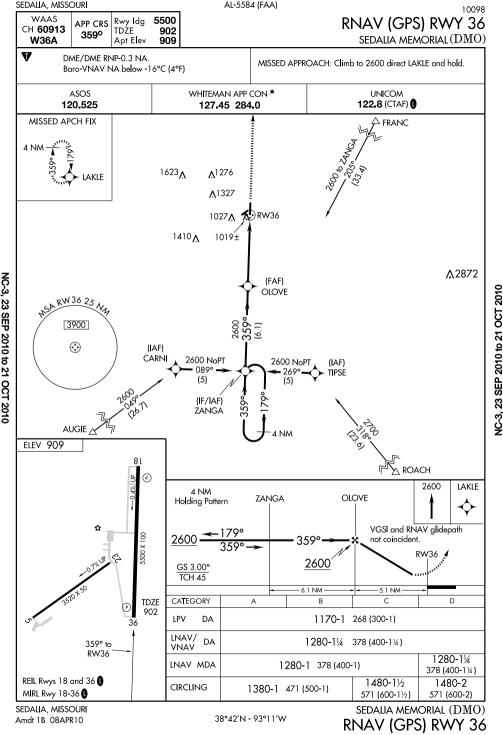
at fld.

and narrow with tall obstructions at rwy end. Rwy 15-33 rwy surface rough, rolling, uneven and narrow with tall









MISSOURI 241 SHELRY CO. (See SHELBYVILLE)

N39°48.75′ W92°03.01′

AIRPORT REMARKS: Unattended, Radio controlled model airplanes on and invof arpt and heavy concentration of large waterfowl on and invof arot, NSTD rwv safety areas beyond each rwv end, Rwv 17 has fence 80' from thld. Rwv 35 has large drop off and lake. Rwy 17-35 marked with large vellow cones. Rwy 35 has 5' orange numbers at

MIRL (NSTD)

SHELBYVILLE SHELBY CO. (6K2) UTC-6(-5DT)

NOTAM FILE COU RWY 17-35: 2300X46 (TURF) RWY 17: Fence

thid (fair condition). COMMUNICATIONS: CTAF 122 9 SIKESTON MEM MIINI

> RWY 02: VASI(V2L)-GA 3.0° TCH 25'. Trees. RWY 20: REIL. VASI(V2L)-GA 3.0° TCH 27'. AIRPORT REMARKS: Attended Mon-Fri 1300-0100Z±. Sat-Sun

COMMUNICATIONS: CTAF/UNICOM 122.8 MEMPHIS CENTER APP/DEP CON 133.65

RADIO AIDS TO NAVIGATION: NOTAM FILE CGL. CAPE GIRARDEAU (L) VOR/DME 112.9 CGI

RWY 02-20: H5502X100 (ASPH)

(SIK)

FUEL 100LL, JET A

1 NW

1400-2300Z±, 24-hr automatic credit card fueling system for

RWY 35. Tree

2 NE

100LL. Ultralight activity on and invof arpt. Numerous birds invof

178° 19.7 NM to fld. 340/1E.

arpt. Rwy 02-20 has cracks with grass growing in them. Twy Igts OTS indef. Rwy 02-20 NSTD MIRL: thid lgts spacing incorrect. Rwy 02 VASI OTS indef. Rwy 20 VASI OTS indef. VASI Rwy 02 and Rwy ints and ACTIVATE REIL Rwv 20-CTAF.

UTC-6(-5DT)

NOTAM FILE STL

S-30, D-38

20 on 24 hrs. MIRL Rwy 02-20 preset on low ints, to increase WEATHER DATA SOURCES: AWOS-3 119.175 (573) 471-7371.

Chan 76 N37°13.65'

N36°53.93′ W89°33.71′

H-6J, L-16H €3 €3 3 G G *(*3 Golf Œ Golf Course Ball Parks 3

> Golf Course (3

Military

KANSAS CITY

KANSAS CITY

STIINI TR

IAP

SKYHAVEN

(See WARRENSBURG) SLATER MEM

W89°34.34'

860 NOTAM FILE COU RWY 04-22: 2455X132 (TURF) RWY 22: Thid dspicd 300', Road.

SNOOP

(9K5)

1 NW

COMMUNICATIONS: CTAF 122.9

UTC-6(-5DT)

line of sight between rwy ends. Rwy 04 thld marked with 6 large vellow cones. Rwy 04-22 edges not marked. Rwy 22 dsplcd thld 4' higher than rwy end. Dsplcd thld not marked. Thld marked with 6 large yellow cones.

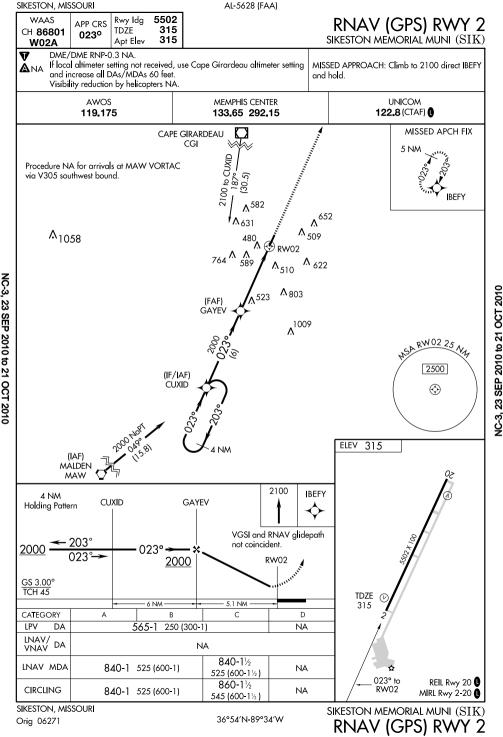
NOTAM FILE SUS.

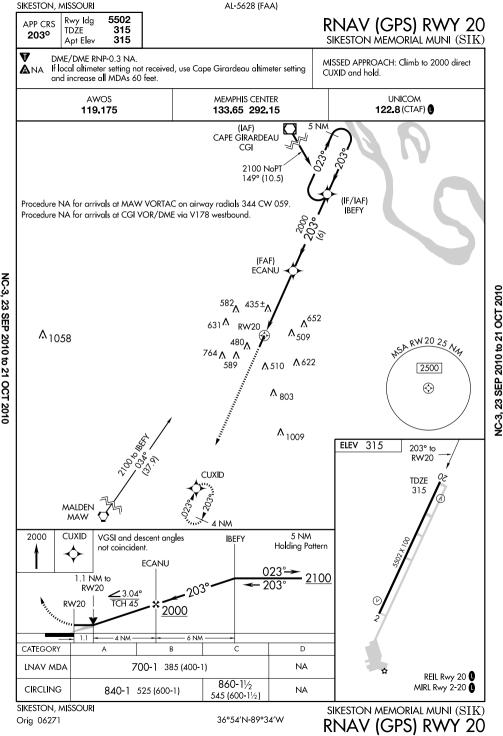
KANSAS CITY N39°13.76′ W93°04.37′ AIRPORT REMARKS: Unattended. Rwy 04-22 soft during prolonged wet periods. Model radio controlled acft on and invof arpt. Large waterfowl on and invof arpt. +1-10' crops along rwy edges from spring to fall. Rwy 04-22 no

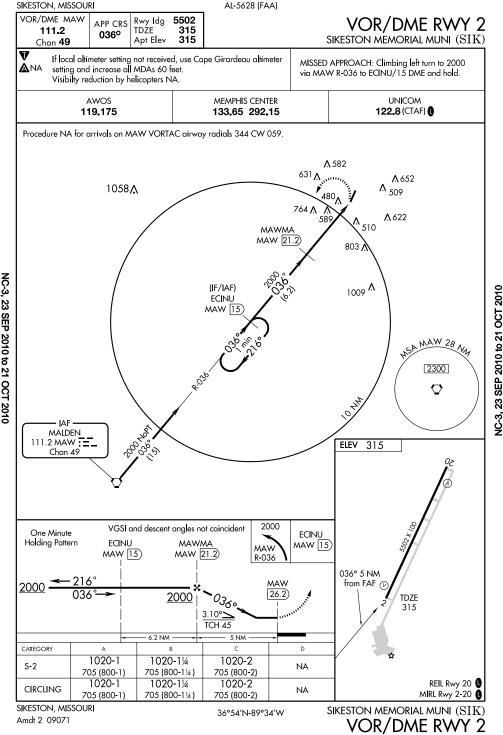
NDB (LOM) 326 074° 5.6 NM to Spirit of St. Louis, Unmonitored. SU SPIRIT OF ST LOUIS

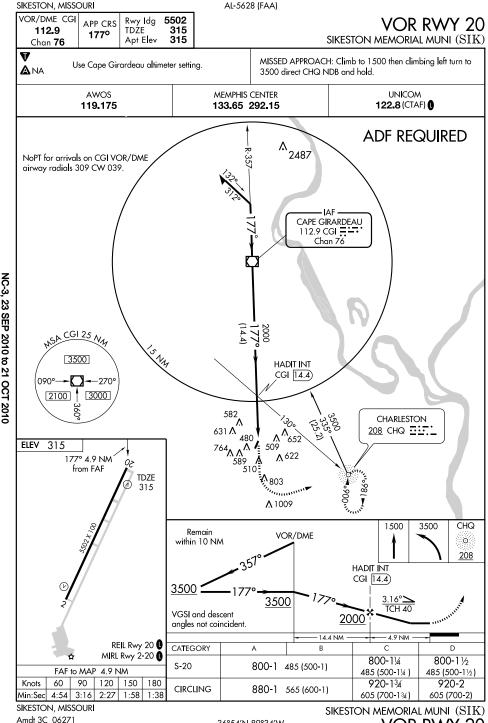
N38°38.36′ W90°46.03′

(See ST LOUIS)

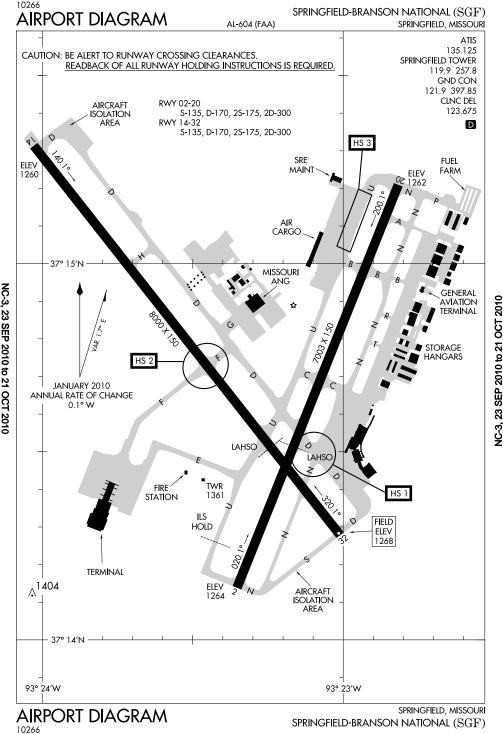








VOR RW



0000

Construction

j 03

C3 C3 Under

SPRINGFIELD-BRANSON NATL (SGF) 5 NW UTC-6(-5DT) N37°14.74' W93°23.32'

S4

HIRL

2D-300

FUEL 100LL, JET A, OX 1, 2 TPA-See Remarks LRA ARFF Index—See Remarks NOTAM FILE SGF

RWY 14-32: H8000X150 (ASPH-CONC-GRVD)

S-135, D-170, 2S-175, 2D-300

RWY 14: MALSR. PAPI(P4R)-GA 3.0° TCH 56'.

RWY 32: REIL. PAPI(P4L)-GA 3.0° TCH 35'.

RWY 02-20: H7003X150 (CONC-GRVD) S-135, D-170, 2S-175,

RWY 02: MALSR. VASI(V4L)-GA 3.0° TCH 54'. RWY 20: MALS. PAPI(P4L)-GA 3.0° TCH 47'.

LAND AND HOLD SHORT OPERATIONS

LANDING HOLD SHORT POINT DIST AVBL

RWY 14 02 - 206200

RWY 20 14-32

4550

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02: TORA-7003 TODA-7003 ASDA-6893

RWY 14: TORA-8000 TODA-8000 ASDA-8000

RWY 20: TORA-7003 TODA-7003 ASDA-7003

RWY 32: TORA-8000 TODA-8000 ASDA-8000

LDA-8000 AIRPORT REMARKS: Attended continuously, Self service fueling station

avbl. Use caution for powered parachute activity invof Downtown Arpt (7 miles east northeast of SGF) at or blo 1,000'. Birds and wildlife on and invof arpt. Oxygen avbl Mon-Fri

1300-1600Z±, Class I, ARFF Index B, PPR 24 hours for unscheduled air carrier ops with more than 30 passenger seats call SGF 417-869-1990. ARFF Index B provided 1100-0600Z‡; avbl on req 0600-1100Z‡.

ARFF index C avbl on request. Rwy 14-32 is 5,400' asph (PFC) and 2,600' conc (GRVD). Rwy 02 touchdown rwy visual range avbl. TPA 2268 (1000) piston acft and 2768 (1500) for jet acft. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (417) 863-6158. HIWAS 116.9 SGF. LLWAS. COMMUNICATIONS: ATIS 135.125 UNICOM 122.95

RCO 122.1R 116.9T (COLUMBIA RADIO) RCO 122.55 (COLUMBIA RADIO)

(R) APP/DEP CON 124.95 (200°-019°) 121.1 (020°-199°) TOWER 119 9 GND CON 121 9 CINC DEL 123 675

AIRSPACE: CLASS C svc continuous.

RADIO AIDS TO NAVIGATION: NOTAM FILE SGF.

(H) VORTAC 116 9 SGF Chan 116 N37°21.36′ W93°20.04′

COOLE NDB (LOM) 404 SG N37°10.81′ W93°25.03′ 016° 4.2 NM to fld. Unmonitored.

(M12)

RWY 18-36: H3985X60 (ASPH)

NOTAM FILE STL

STEELE MUNI

258 B

RWY 18. Road

I-SGF Rwv 02 Class IB LOM COOLE NDB.

ILS/DME 109.7 I-GWA Chan 34 Rwy 14. Class IE.

SPRING RIVER N37°29 22' W94°18 61'

2 NW

NOTAM FILE COLL

NDB (MHW) 356 LLU at Lamar Muni.

RWY 36: Road

MIRL

Crop dusting acft on and in vicinity of arpt. ACTIVATE MIRL Rwy 18-36-CTAF.

UTC-6(-5DT) N36°05.74' W89°51.57'

LDA-6893

LDA-8000

LDA-7003

198° 7.1 NM to fld. 1240/4E.

KANSAS CITY L-16F

KANSAS CITY

H-61, L-16F

IAP. AD

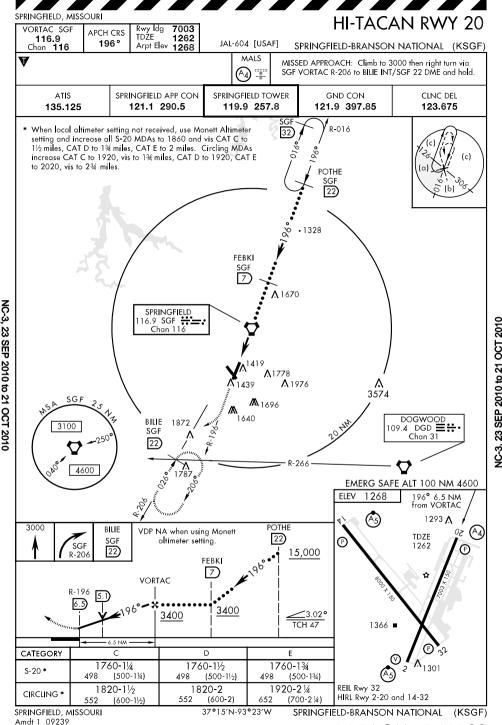
ST LOUIS

I-16H

AIRPORT REMARKS: Attended Mon-Fri 1300-2300Z±. Parallel twy CLOSED, All twys CLOSED except main twy to ramp.

COMMUNICATIONS: CTAF/UNICOM 122.8 RADIO AIDS TO NAVIGATION: NOTAM FILE DYR.

DYERSBURG (L) VORTACW 116.8 DYR Chan 115 N36°01.11′ W89°19.06′ 277° 26.8 NM to fld. 380/3E. 2AWIH



HI-TACAN RWY 20

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

| increased risk has been reduced or eliminated. | | | | | |
|--|--------------|--|--|--|--|
| CITY/AIRPORT | HOT SPOT | DESCRIPTION* | | | |
| BRANSON, MO | | | | | |
| BRANSON (BBG) | HS 1 | Ramp area exits on to rwy. | | | |
| | HS 2 | Twy turn around at end of rwy. Frequent back taxi operations. | | | |
| CAPE GIRARDEAU, MO | | | | | |
| CAPE GIRARDEAU RGNL (CGI) | HS 1 | Area not visible from the twr. | | | |
| | HS 2 | Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D. | | | |
| CEDAR RAPIDS, IA | | | | | |
| THE EASTERN IOWA (CID) | HS 1 HS 2 | Frequent aircraft and vehicle rwy crossings. | | | |
| | = | Int rwys. | | | |
| COLLINADIA MO | HS 3 | Twy crossing rwy. | | | |
| COLUMBIA, MO | HS 1 | Confusing two int | | | |
| COLUMBIA RGNL (COU) | HS 2 | Confusing twy int. Unusual rwy holding position. | | | |
| | HS 3 | Unusual rwy/rwy holding position. | | | |
| DES MOINES, IA | 110 3 | Offusual rwy/rwy floiding position. | | | |
| DES MOINES INTL (DSM) | HS 1 | From Twy B, turn on Twy D to access all rwys. | | | |
| DEG MONTE (BOM) | HS 2 | Center twy complex and int rwys, use extreme caution. | | | |
| | HS 3 | The apch end of Rwy 05 at Twy P has limited visibility from the twr. | | | |
| | HS 4 | ATCT restricted visibility at Iowa Air National Guard complex. | | | |
| DUBUQUE, IA | | | | | |
| DUBUQUE RGNL (DBQ) | HS 1 | Apch ends of rwys in close proximity. | | | |
| , , | HS 2 | Rwy 13-31 in close proximity to ramp non-movement area at Twy D. | | | |
| | HS 3 | Rwy 13-31 in close proximity to ramp non-movement area at Twy C. | | | |
| FORT DODGE, IA | | | | | |
| FORT DODGE RGNL (FOD) | HS 1 | Int on twy just prior to rwys. | | | |
| FORT LEONARD WOOD, MO | | | | | |
| WAYNESVILLE-ST. ROBERT | | | | | |
| RGNL FORNEY FLD (TBN) | HS 1 | Single twy access to rwy. Frequent back-taxi ops. | | | |
| | | enigle try access to try. Troquent such tax oper | | | |
| JEFFERSON CITY, MO | | | | | |
| JEFFERSON CITY | | | | | |
| MEMORIAL (JEF) | HS 1 | Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27. | | | |
| | HS 2 | Twy B at Rwy 27 holding position marking. | | | |
| JOPLIN, MO | | | | | |
| JOPLIN RGNL (JLN) | HS 1 | Complex twy/rwy int. | | | |
| | HS 2 | Ramp exit in close proximity to rwy. | | | |
| KANSAS CITY, MO | | | | | |
| CHARLES B. WHEELER | | | | | |
| DOWNTOWN (MKC) | HS 1 | Twy G int with Rwy 03-21. | | | |
| | HS 2 | Holding short between Rwy 01-19 and Rwy 03-21. | | | |
| | HS 3 | Confusing twy int. | | | |
| | | | | | |

23 SEP 2010 to 21 OCT 2010

CITY/AIRPORT

KANSAS CITY, MO KANSAS CITY INTL (MCI)

SPRINGFIELD-BRANSON

WATERLOO RGNL (ALO)

(CONTINUED)

HOT SPOTS

HOT SPOT

DESCRIPTION*

Busy vehicle service road crosses Twy G east of Twy B.

| | HS 2 | Twy E and Twy F int with Rwy 09-27. |
|-----------------------|------|---------------------------------------|
| | HS 3 | Twy C and Twy D int with Rwy 01R-19L. |
| | HS 4 | Twy B2 crosses service road. |
| KIRKSVILLE, MO | | |
| KIRKSVILLE RGNL (IRK) | HS 1 | Turf rwy taxi route via Rwy 18-36. |
| | | |

MASON CITY IA MASON CITY MUNI (MCW) HS₁ Twy leads to multiple rwys. ST JOSEPH, MO

HS₁

HS₁ Ramp in close proximity to rwy. ROSECRANS MEMORIAL (STJ)

HS 2 Closely located rwys. HS 3 Back taxi required for full length Rwv 13. ST LOUIS, MO LAMBERT-ST LOUIS INTL (STL) HS₁ Twy D at int with Twy L in close proximity to Rwy 12R-30L.

HS₂ Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twv T to Rwv 29 and Twv A to Rwv 06. HS 3 Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.

ST LOUIS, MO ST LOUIS/SPIRIT OF ST LOUIS (SUS) HS₁ Complex twv int. HS₂ Blind spots on movement area. HS 3 Blind spot on movement area.

SIOUX CITY, IA SIOUX GATEWAY/ HS₁

COLONEL BUD DAY FIELD (SUX) Twy B intersects with Rwy 31 and Rwy 35 at the apch end HS 2 Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area. SPRINGFIELD, MO

HS₁ NATIONAL (SGF) Twys in close proximity to rwys at unusual angles. HS 2 Ramp exit crosses rwy. HS 3 Twr blind spot on movement area. WATERLOO, IA

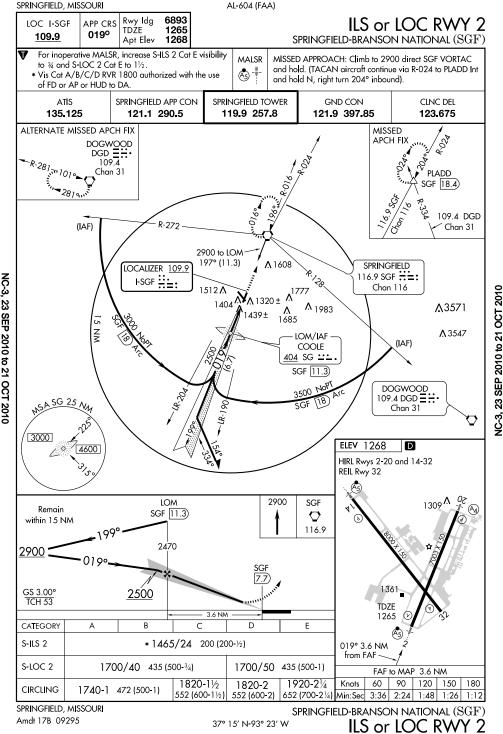
HS 1

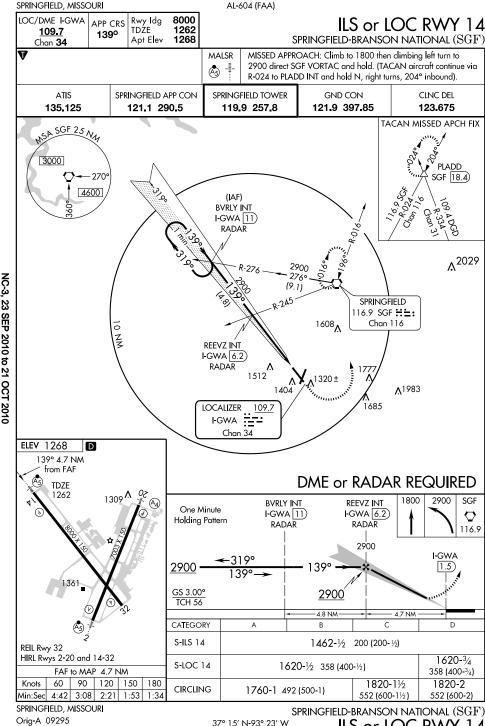
HS 2 Twy leads to multiple rwys. HS 3 Twy crosses rwy immediately after leaving ramp.

HS 4 Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

Twy int near rwys.





37° 15′ N-93° 23′ W

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

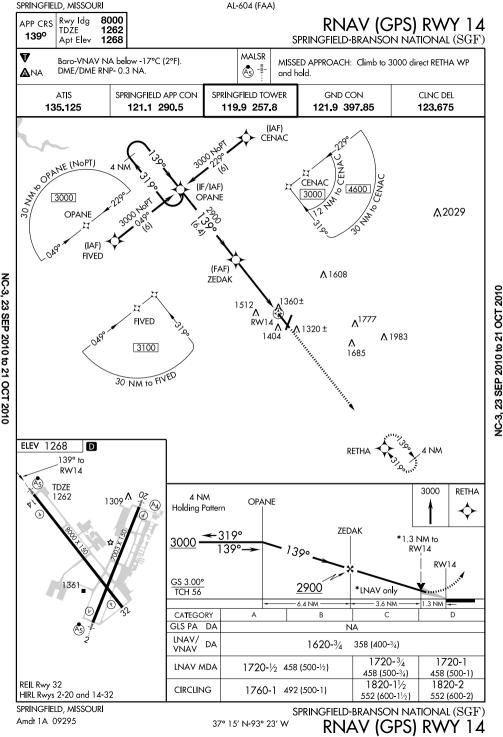
| c details on n | olu-short operations and it | iaikiriys. |
|----------------|---|---|
| LDG RWY | HOLD-SHORT POINT | MEASURED DISTANCE |
| | | |
| 09 | 13-31 | 5,800 feet |
| | | |
| 02 | 13-31 | 6,050 feet |
| 13 | 02-20 | 3,500 feet |
| | | |
| 05 | 13-31 | 6,350 feet |
| 13 | 05-23 | 5,950 feet |
| | | |
| 31 | 18-36 | 4,800 feet |
| 36 | 13-31 | 4,900 feet |
| | | |
| 13 | 18-36 | 3,250 feet |
| 18 | 13-31 | 4,900 feet |
| | | |
| 19 | 03-21 | 3,850 feet |
| | | |
| 13 | 17-35 | 5,400 feet |
| 17 | 13-31 | 5,650 feet |
| | | |
| 14 | 02-20 | 6,200 feet |
| 20 | 14-32 | 4,550 feet |
| | | |
| 06 | 12-30 | 3,900 feet |
| 12 | 06-24 | 6,100 feet |
| 18 | 06-24 | 4,850 feet |
| 24 | 18-36 | 3,950 feet |
| 30 | 18-36 | 4,800 feet |
| | 09 02 13 05 13 31 36 13 18 19 13 17 14 20 06 12 18 24 | 09 13-31 02 13-31 13 02-20 05 13-31 13 05-23 31 18-36 36 13-31 13 18-36 18 13-31 19 03-21 13 17-35 17 13-31 14 02-20 20 14-32 06 12-30 12 06-24 18 06-24 24 18-36 |

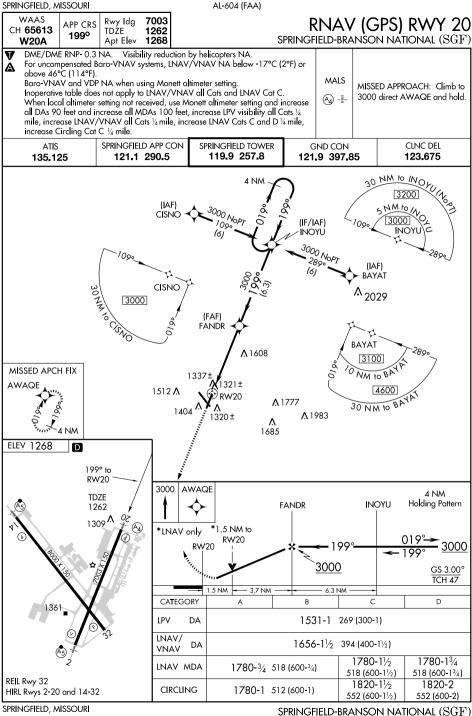
36

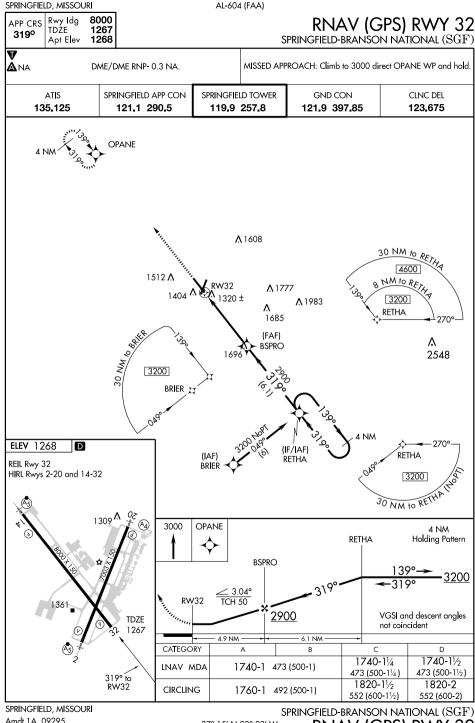
12-30

3.650 feet

23 SEP 2010 to 21 OCT 2010



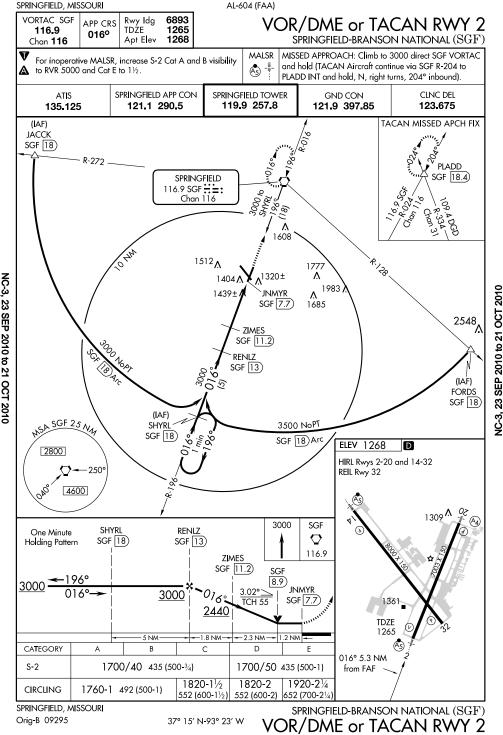


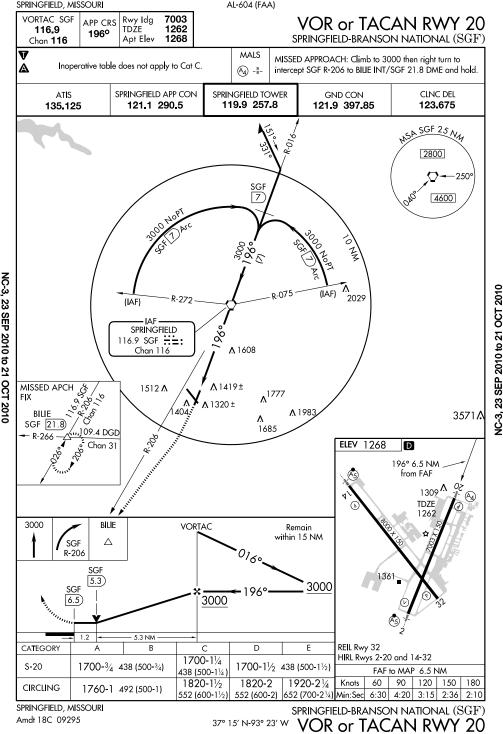


Amdt 1A 09295

NC-3, 23 SEP 2010 to 21 OCT 2010

37° 15′ N-93° 23′ W





RWY 22: VASI(V4L)-GA 3.0° TCH 52'. Tree.

RULL A/VICHA ROLLA NATIONAL (VIH) 11 N UTC-6(-5DT) N38°07.65' W91°46.17'

FUEL 100LL, JET A NOTAM FILE COU S2

RWY 04-22: H5500X100 (ASPH) S-75, D-85, 2S-108, 2D-130 HIRL (NSTD)

S-48, D-62, 2D-92

N38°09.25'

RWY 04: VASI(V4L)-GA 3.0° TCH 45'. Thid dsplcd 213'. Road.

RWY 13: Road.

RWY 31. Trees

AIRPORT REMARKS: Attended 1300Z‡-dusk, 97' twr located 1800' NNE

of Rwy 13 thld. Radio controlled model airplanes invof arpt.

Wildlife on and invof arpt, CLSD Rwv 18-36 not to be used as twv. Helipad parking on SE corner of apron. Airframe and power plant

ROSECRANS MEM

pavement edge, ACTIVATE HIRL Rwv 04-22 MIRL Rwv 13-31, VASI Rwy 04 and Rwy 22-CTAF. WEATHER DATA SOURCES: ASOS 119.025 (573) 299-4419.

RWY 13-31: H5500X100 (ASPH)

COMMUNICATIONS: CTAF/UNICOM 123.0 KANSAS CITY CENTER APP/DEP CON 128.35 AIRSPACE: CLASS E svc 1200-0400Z±.

RADIO AIDS TO NAVIGATION: NOTAM FILE VIH

VICHY (L) VOR/DME 117.7 VIH Chan 124 W91°42.41' 236° 3.4 NM to fld. 1110/6E.

RNNSTFRVILLE (See LIBERTY)

RWY 09-27: H3451X50 (ASPH)

ROY OTTEN MEM AIRFIELD (See VERSAILLES)

ST CHARLES

ST CHARLES (3SQ) 4 N UTC-6(-5DT) N38°50.92′ W90°30.01′

S4 FUEL 100LL TPA-1092(650)

RWY 09: VASI(V4L)-GA 3.0° TCH 40'. Brush. RWY 27: PAPI(P4R)-GA 3.0° TCH 39'. P-line. Rgt tfc. RWY 15-33: 2310X103 (TURF)

S-8

(See ST JOSEPH)

RWY 15: Thid dspicd 400', Road. RWY 33: P-line. RWY 18-36: 2145X100 (TURF)

RWY 18: Thid dspicd 400'. Road. RWY 36: Thid dspicd 200', Bldg.

AIRPORT REMARKS: Attended Apr-Oct 1400-0400Z±. Nov-Mar 1400-0200Z‡. Rwy 09-27 rough rwy surface. Transverse asphalt

ridges over majority of rwy. Rwy 09-27 cracks, rocks and asphalt

breaking up, length of rwy. Rwy 15-33 rolling rough and uneven. Rwy 18-36 various areas are rolling and rough. Crops located 60' fm rwy thids and 120' fm centerline first 1,800' of Rwy 09 are within rwy object free area and primary and transitional surfaces.

LIRL (NSTD)

NSTD rwy safety area clearing and terrain grades byd the end of Rwy 09, Rwy 27, Rwy 15 and Rwy 18, crops and ditch. Partial parallel twy for Rwy 09-27 located 70-75' fm rwy. Rwy 15-33 marked with large yellow cones, dsplcd thlds marked with 3 large

vellow cones on each side of rwy. Rwy 18-36 marked with large yellow cones, dsplcd thids marked with 3 large yellow cones on each side of rwy. Moderate student training. Rwy

COMMUNICATIONS: CTAF/UNICOM 123.0 **CLNC DEL** 120.15 (R) ST LOUIS APP/DEP CON 124.2

Œ repairs emergency only. Rwy 04-22 NSTD HIRL, Igts are 34' from

0.5% up SW

000

2 1 × ×

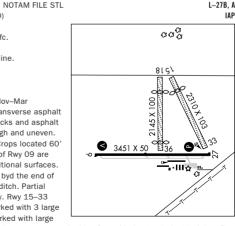
Fairaround

KANSAS CITY

H-5D, L-16G

IΛP

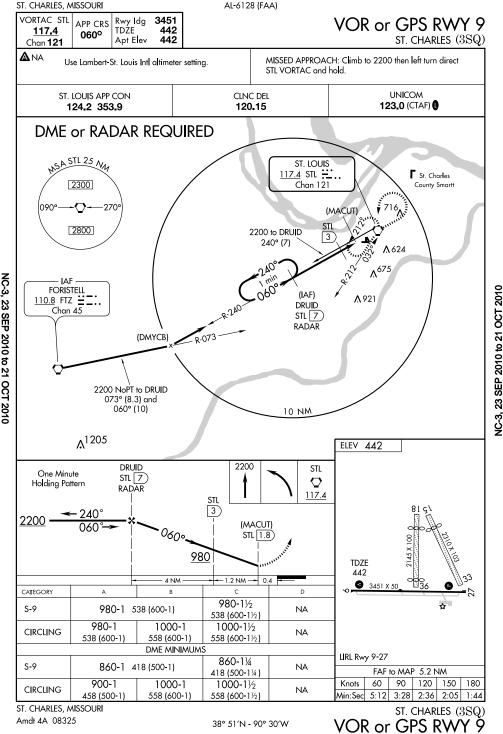
ST LOUIS



RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

ST LOUIS (H) VORTACW 117.4 STL Chan 121 N38°51.64′ W90°28.94′ 228° 1.1 NM to fld. 450/1E. HIWAS

09-27 NSTD LIRL, 4 thid lgts Rwy 09. All thid lgt lens nstd color. Thid lgts and rwy edge lgts placed 45-50' from pavement edge. Rwy edge lgts white last 1700' of Rwy 09. ACTIVATE VASI Rwy 09, PAPI Rwy 27-CTAF.



ST CHARLES CO SMARTT (SET) 9 NE UTC-6(-5DT) N38°55.78′ W90°25.80′ S4

FUEL 100LL NOTAM FILE SET

RWY 18-36: H3800X75 (ASPH) S = 12.5

RWY 18: REIL, PAPI(P4L)—GA 3.0° TCH 51', Road. RWY 36: VASI(V4L)-GA 3.0° TCH 41'.

RWY 09-27: H2000X75 (ASPH) S-12.5

RWY N9. P-line

AIRPORT REMARKS: Attended Apr-Oct 1400Z±-dusk, Nov-Mar

1400-2300Z‡. NSTD rwy safety area terrain grades byd the ends

of Rwv 09 and Rwv 27. Moderate student training, ACTIVATE VASI

Rwv 36-CTAF, PAPI Rwv 18 operates continuously.

WEATHER DATA SOURCES: ASOS 118.075 (636) 250-4590. COMMUNICATIONS: CTAF/UNICOM 122.7

(R) ST LOUIS APP/DEP CON 124 2

CLNC DEL 121.6

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

ST LOUIS (H) VORTACW 117.4 STL Chan 121 N38°51.64′ W90°28.94' 030° 4.8 NM to fld. 450/1E.

2AWIH

ST CLAIR RGNL (K39) 2 N UTC-6(-5DT) N38°22.54′ W90°58.33′ NOTAM FILE STL 656 B

RWY 02-20: H3198X60 (ASPH) S-4 LIRL

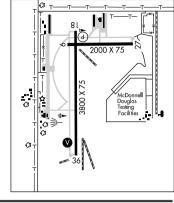
RWY 02: REIL. Trees. RWY 20: Tree.

AIRPORT REMARKS: Attended 1400-2300Z‡. Helicopter ops on and

invof arpt. Ultralights on and invof arpt. Rwv 02 REIL OTS indef. COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

FORISTELL (L) VORTACW 110.8 FTZ Chan 45 N38°41.66' W90°58.27' 175° 19.1 NM to fld. 818/5E.

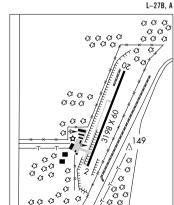


STILL TS

ST LOUIS

L-27B. A

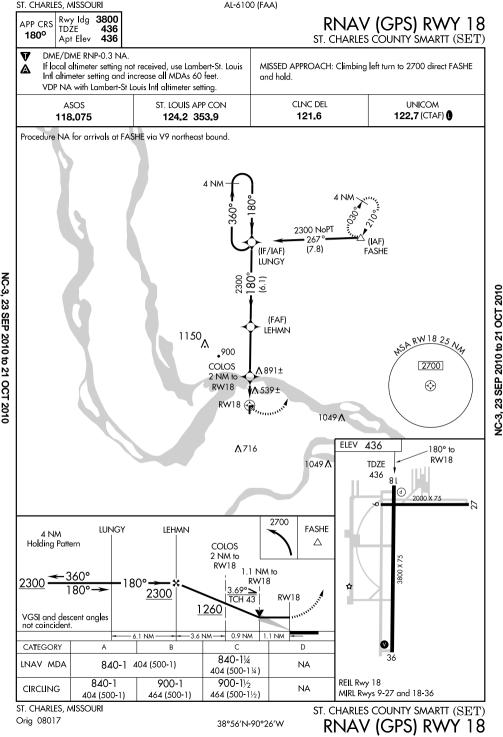
ΙΔΡ



ST JOSEPH N39°57.64′ W94°55.51′ NOTAM FILE STJ.

KANSAS CITY H-5C, L-10J

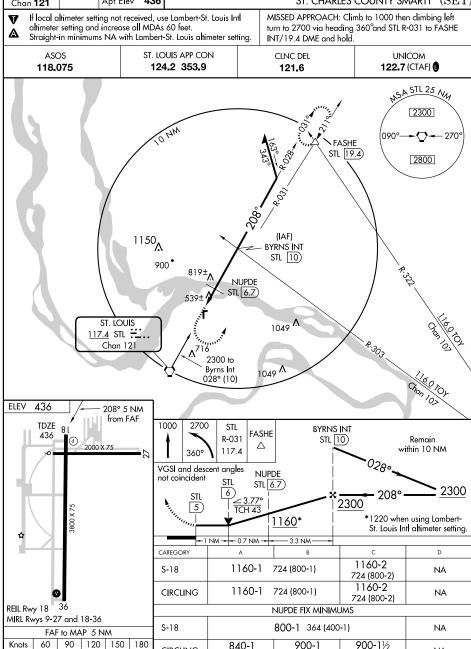
(H) VORTAC 115.5 STJ Chan 102 168° 11.3 NM to Rosecrans Mem. 1160/8E. RCO 122 3 122 1R 115 5T (COLUMBIA RADIO)



ST. CHARLES, MISSOURI VORTAC STL 3800 Rwy Idg APP CRS 436 117.4 TDŹE 208° 436 Apt Elev Chan 121

VOR RWY 18 ST. CHARLES COUNTY SMARTT (SET)

NC-3, 23 SEP 2010 to 21 OCT 2010



ST. CHARLES, MISSOURI

3:20 2:30 2:00 1:40

Min:Sec 5:00

Amdt 1 08325

NC-3, 23 SEP 2010 to 21 OCT 2010

ST. CHARLES COUNTY SMARTT (SET)

464 (500-11/2)

NA

404 (500-1)

464 (500-1)

CIRCLING

10266

ST JOSEPH

ROSECRANS MEM (STJ) 3 NW UTC-6(-5DT) N39°46.32′ W94°54.58′ 826 B S4 FUEL 100LL, JET A OX 3.4 Class IV, ARFF Index A NOTAM FILE STJ

RWY 17: REIL. VASI(V4L)-GA 3.0° TCH 56'.

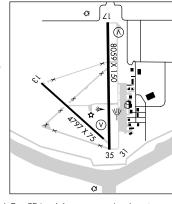
RWY 17-35: H8059X150 (CONC-GRVD) S-75, D-130, 2S-175, 2D-220, 2D/2D2-220

RWY 35: REIL. VASI(V4L)-GA 2.8° TCH 64'. RWY 13-31: H4797X75 (ASPH-CONC) S-75, D-110, 2S-140,

2D-180, 2D/2D2-180

AIRPORT REMARKS: Attended 1300-0100Z‡. Rwy 13-31 open SR-SS. For sycs after hrs call number posted at FBO entrance, ARFF available by Air National Guard, Arpt CLOSED to acft over 350,000 lbs exception prior permission. CLOSED to air carrier ops over 30 passenger seats except 48 hrs PPR, call arpt manager 816-271-4886. High migratory bird activity Oct-Mar on and invof arpt. ROSECRANS MEM (STJ) is surrounded by lakes and the Missouri River, Bird watch condition phase II Mar-Apr and Oct-Nov. Moderate small bird activity possible during early morning daylight hours from May thru Sep. Intensive Air National

Guard tactical training within arpt tfc area. For advisory and position information, call St Joseph Twr or monitor twr frequency when clsd. Rwy 13-31 and Twy B west to Rwy 31 open to general aviation acft VFR conditions and dalgt hrs only. All C5/C17 acft must use Twy B to the guard ramp. This request will require back taxi of these acft on the active rwy. Rwy 17-35 center 130' grooved. Rwy 35 touchdown runway visual range avbl. HIRL Rwy 17-35 preset on low ints, to increase ints and ACTIVATE REIL Rwy 17 and Rwy 35-CTAF.



HIRL

COMMUNICATIONS: CTAF 126.9 ATIS 125.05 UNICOM 122.95 R ST JOSEPH APP/DEP CON 120.35 (Mon-Sat 1400-0000Z±, Sun 1800-0000Z±)

R KANSAS CITY APP/DEP CON 124.7 (Mon-Sat 0000-1400Z‡, Sun 0000-1800Z‡) ST JOSEPH TOWER 126.9 (1400-0000Z±) GND CON 121.9

AIRSPACE: CLASS D svc (1400-0000Z‡) other times CLASS G.

WEATHER DATA SOURCES: ASOS (816) 233-0666. LAWRS.

RADIO AIDS TO NAVIGATION: NOTAM FILE STJ.

ST JOSEPH (H) VORTAC 115.5 STJ

RCO 122.45 (ST LOUIS RADIO)

Chan 102 N39°57.64′ W94°55.51′ 168° 11.3 NM to fld. 1160/8E. AMAZON NDB (MHW) 233 AZN N39°53.04′ W94°54.49′ 175° 6 7 NM to fld

TARIO NDB (LOM) 260 ST N39°40.55′ W94°54.42′ 355° 5.8 NM to fld.

Rwv 35. Class IE. LOM TARIO NDB. ILS unmonitored when twr clsd. ILS 110.3 I-STJ ASR

COMM/NAV/WEATHER REMARKS: Frequency 121.9 remoted to Kansas City App Con when twr clsd.

ST LOUIS N38°51.64′ W90°28.94′ NOTAM FILE STL.

ST LOUIS

H-5D. L-27B. A

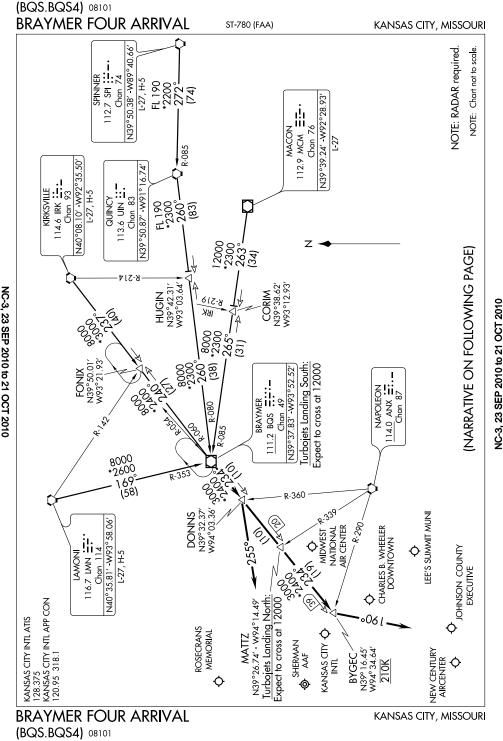
2AWIH

KANSAS CITY

H-5C. L-10J

IAP. AD

(H) VORTACW 117.4 STL Chan 121 141° 8.5 NM to Lambert-St. Louis Intl. 450/1E.



ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via

BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

<u>ALL OTHER AIRPORTS:</u> From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

(CHIEF3.MCI) 07298
CHIEF THREE DEPARTURE

ATIS 125.05 ST. JOSEPH DEP CON * 120.35 360.8 ST. JOSEPH/ ROSECRANS MEMORIAL (STJ) SL-359 (FAA) ST. JOSEPH, MISSOURI

.

NC-3, 23 SEP 2010 to 21 OCT 2010

TONCE N40°16.94′ W94°37.39′ **JTHRO** PAWNEE CITY N40°00.10′ 112.4 PWE :== W93°49.99' Chan 71 **JDOGG** N39°57.00′ R-08.5 W94°39.69′ R-100 ST. JOSEPH CAYKO 115.5 STJ ∺ N39°45.82' Chan 102 W94°08.19' N39°57.63′- W94°55.51′ L-10. H-5 180 8000 *3100 266 (66) KANSAS CITY 113.25 MCI ₹ Chan 79 (Y) $\triangle \overline{A}$ N39°17.12′- W94°44.22′ CATTS N39°18.19′ W96°09.23' L-10, H-5

V

NC-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

CHIEF THREE DEPARTURE

NOTE: Chart not to scale.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

| increased risk has been reduced or eliminated. | | | |
|--|--------------|--|--|
| CITY/AIRPORT | HOT SPOT | DESCRIPTION* | |
| BRANSON, MO | | | |
| BRANSON (BBG) | HS 1 | Ramp area exits on to rwy. | |
| | HS 2 | Twy turn around at end of rwy. Frequent back taxi operations. | |
| CAPE GIRARDEAU, MO | | | |
| CAPE GIRARDEAU RGNL (CGI) | HS 1 | Area not visible from the twr. | |
| | HS 2 | Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D. | |
| CEDAR RAPIDS, IA | | | |
| THE EASTERN IOWA (CID) | HS 1 HS 2 | Frequent aircraft and vehicle rwy crossings. | |
| | = | Int rwys. | |
| COLLINADIA MO | HS 3 | Twy crossing rwy. | |
| COLUMBIA, MO | HS 1 | Confusing two int | |
| COLUMBIA RGNL (COU) | HS 2 | Confusing twy int. Unusual rwy holding position. | |
| | HS 3 | Unusual rwy/rwy holding position. | |
| DES MOINES, IA | 110 3 | Offusual rwy/rwy floiding position. | |
| DES MOINES INTL (DSM) | HS 1 | From Twy B, turn on Twy D to access all rwys. | |
| DEG MONTE (BOM) | HS 2 | Center twy complex and int rwys, use extreme caution. | |
| | HS 3 | The apch end of Rwy 05 at Twy P has limited visibility from the twr. | |
| | HS 4 | ATCT restricted visibility at Iowa Air National Guard complex. | |
| DUBUQUE, IA | | | |
| DUBUQUE RGNL (DBQ) | HS 1 | Apch ends of rwys in close proximity. | |
| , , | HS 2 | Rwy 13-31 in close proximity to ramp non-movement area at Twy D. | |
| | HS 3 | Rwy 13-31 in close proximity to ramp non-movement area at Twy C. | |
| FORT DODGE, IA | | | |
| FORT DODGE RGNL (FOD) | HS 1 | Int on twy just prior to rwys. | |
| FORT LEONARD WOOD, MO | | | |
| WAYNESVILLE-ST. ROBERT | | | |
| RGNL FORNEY FLD (TBN) | HS 1 | Single twy access to rwy. Frequent back-taxi ops. | |
| | | enigle try access to try. Troquent such tax oper | |
| JEFFERSON CITY, MO | | | |
| JEFFERSON CITY | | | |
| MEMORIAL (JEF) | HS 1 | Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27. | |
| | HS 2 | Twy B at Rwy 27 holding position marking. | |
| JOPLIN, MO | | | |
| JOPLIN RGNL (JLN) | HS 1 | Complex twy/rwy int. | |
| | HS 2 | Ramp exit in close proximity to rwy. | |
| KANSAS CITY, MO | | | |
| CHARLES B. WHEELER | | | |
| DOWNTOWN (MKC) | HS 1 | Twy G int with Rwy 03-21. | |
| | HS 2 | Holding short between Rwy 01-19 and Rwy 03-21. | |
| | HS 3 | Confusing twy int. | |
| | | | |

23 SEP 2010 to 21 OCT 2010

CITY/AIRPORT

KANSAS CITY, MO KANSAS CITY INTL (MCI)

SPRINGFIELD-BRANSON

WATERLOO RGNL (ALO)

(CONTINUED)

HOT SPOTS

HOT SPOT

DESCRIPTION*

Busy vehicle service road crosses Twy G east of Twy B.

| | HS 2 | Twy E and Twy F int with Rwy 09-27. |
|-----------------------|------|---------------------------------------|
| | HS 3 | Twy C and Twy D int with Rwy 01R-19L. |
| | HS 4 | Twy B2 crosses service road. |
| KIRKSVILLE, MO | | |
| KIRKSVILLE RGNL (IRK) | HS 1 | Turf rwy taxi route via Rwy 18-36. |
| | | |

MASON CITY IA MASON CITY MUNI (MCW) HS₁ Twy leads to multiple rwys. ST JOSEPH, MO

HS₁

HS₁ Ramp in close proximity to rwy. ROSECRANS MEMORIAL (STJ)

HS 2 Closely located rwys. HS 3 Back taxi required for full length Rwv 13. ST LOUIS, MO LAMBERT-ST LOUIS INTL (STL) HS₁ Twy D at int with Twy L in close proximity to Rwy 12R-30L.

HS₂ Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06. HS 3 Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.

ST LOUIS, MO ST LOUIS/SPIRIT OF ST LOUIS (SUS) HS₁ Complex twv int. HS₂ Blind spots on movement area. HS 3 Blind spot on movement area.

SIOUX CITY, IA SIOUX GATEWAY/ HS₁

COLONEL BUD DAY FIELD (SUX) Twy B intersects with Rwy 31 and Rwy 35 at the apch end HS 2 Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area. SPRINGFIELD, MO

HS₁ NATIONAL (SGF) Twys in close proximity to rwys at unusual angles. HS 2 Ramp exit crosses rwy. HS 3 Twr blind spot on movement area. WATERLOO, IA

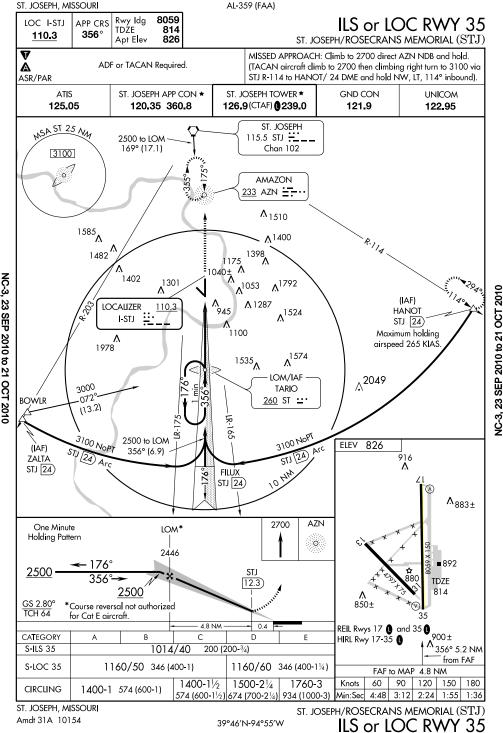
HS 1

HS 2 Twy leads to multiple rwys. HS 3 Twy crosses rwy immediately after leaving ramp.

HS 4 Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

Twy int near rwys.



(JHAWK.JHAWK6) 08101 ST-780 (FAA) JHAWK SIX ARRIVAL KANSAS CITY, MISSOURI KANSAS CITY INTL ATIS 128.375 KANSAS CITY APP CON 120.95 318.1 ROSECRANS • A KANSAS CITY 113.25 MCI = --Chan 79(Y) MIDWEST SHERMAN NATIONAL AAF **RUGBB** AIR CENTER 💍 N39°00.41′ W95°08.15′ TOPEKA 117.8 TOP Turbojets landing South: KANSAS CITY INTL Chan 125 Expect to cross at 12000 Ó 3/00/3 R-081 NOAHS CHARLES B. WHEELER N 39°10.44′ W 94°53.82′ **DOWNTOWN** LEE'S SUMMIT MUNI 210K 060 3700 JOHNSON COUNTY **EXECUTIVE** NEW CENTURY JOHNSON COUNTY HOOZE **AIRCENTER** N38°53.70′ 113.0 OJC W95°17.66' Chan 77 **JHAWK** N38°48.33′ W95°25.26′ Turbojets landing North: Expect to cross at 12000 **EMPORIA** 112.8 EMP : -Chan 75 N38° 17.47′ W96° 08.29′ L-10-15 3100 002° (71) CHANUTE N37°37.57′ W95°35.61′ L-10-15

JHAWK SIX ARRIVAL

NOTE: RADAR required.

NOTE: Chart not to scale

NC-3, 23 SEP 2010 to 21 OCT 2010

KANSAS CITY, MISSOURI

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 23 SEP 2010 to 21 OCT 2010

(JHAWK.JHAWK6) 08101

NC-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL DESCRIPTION

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence.

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via headina

060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence... Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 0.10° Thence.

heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence

nence...

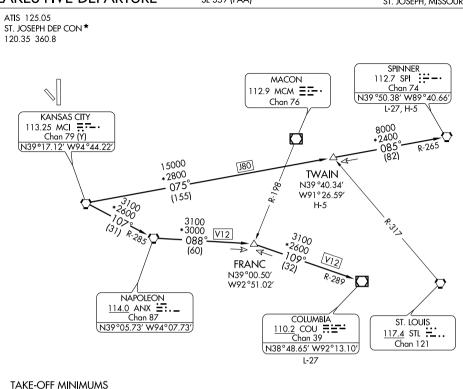
....Expect radar vectors to final approach course.

(LAKES5.MCI) 09295 ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

LAKES FIVE DEPARTURE

SL-359 (FAA)

ST. JOSEPH, MISSOURI



Rwy 13, 17, 35: Standard.

NC-3, 23 SEP 2010 to 21 OCT 2010

Rwy 31: 400-2½ or standard with minimum climb of 325' per NM to 1300'.

TAKE-OFF OBSTACLE NOTES

Rwy 13: Tree 3394' from DER, 655' left of centerline, 100' AGL/919' MSL. Rwy 17: Trees beginning 2691' from DER, across courseline, up to 109' AGL/928' MSL.

Rwy 31: Trees beginning 1.18 NM from DER, 986' left of centerline, up to 100' AGL/1139' MSL.

NOTE: Chart not to scale

NOTE: RADAR required.

NOTE: DME required for TWAIN and SPINNER transitions.

77 DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and

ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and

SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC. TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and

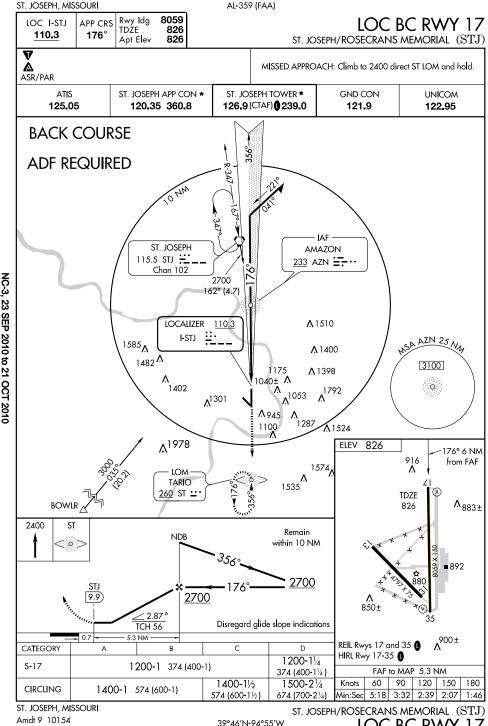
SPI R-265 to TWAIN INT.

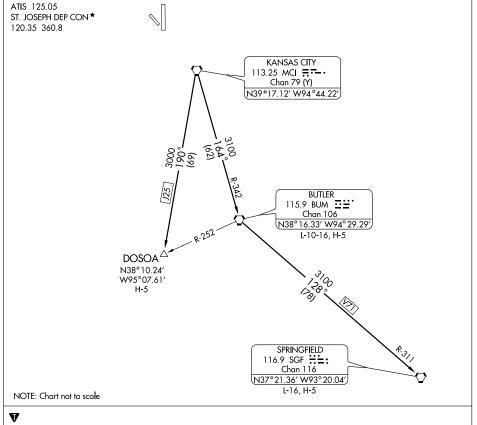
LAKES FIVE DEPARTURE (LAKES5.MCI) 09295

ST, JOSEPH, MISSOURI

VC-3, 23 SEP 2010 to 21 OCT 2010

ST. JOSEPH/ROSECRANS MEMORIAL (STJ)







DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

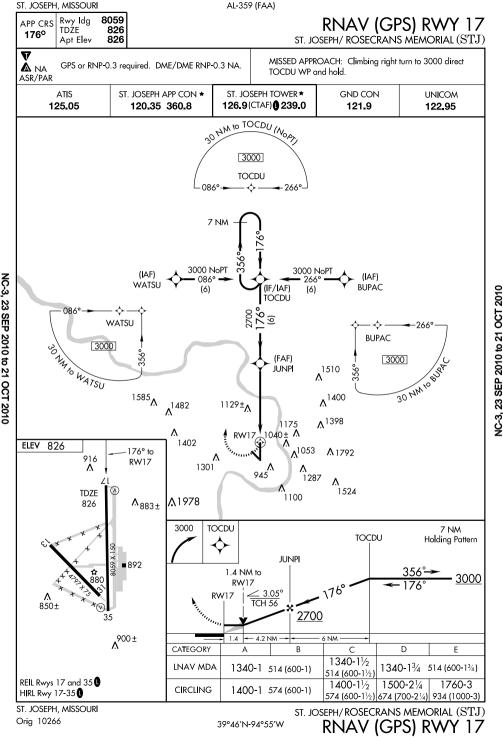
BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190

to DOSOA INT. SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI

R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to

SGF VORTAC.



NC-3, 23 SEP 2010 to 21 OCT 2010

(RBA.RBA3) 08101

KANSAS CITY, MISSOURI



ROBINSON THREE ARRIVAL KANSAS CITY INTL ATIS 128 375 OMAHA KANSAS CITY APP CON FORT DODGE 116.3 OVR :::-120.95 318.1 113.5 FOD :::-Chan 110 Chan 82 N41°10.04′ W95°44.20 N42°36.67′ W94°17.69′ L-10-12, H-5 L-12. H-5 88 KARAA HILDE N40°16.38′ W95°15.39′ N40°15.23′ W95°31.06′ ROBINSON NC-3, 23 SEP 2010 to 21 OCT 2010 R-079 108.2 RBA :-:· Chan 19 N39°51.05′ W95°25.38′ Turbojets Landing South: Expect to cross at 12000 ST. JOSEPH PAWNEE CITY 115.5 STJ <u>:--</u> Chan 102 112.4 PWE :== Chan 71 N40°12.02′ W96°12.38′ **ROSECRANS** L-10, H-5 MEMORIAL JUDAA-N39°41.31′ W95°15.18′ PEGGI N39°34.19 W95°07.75' **MIDWEST** Turbojets Landing North: NATIONAL SHERMAN Expect to cross at 12000 AIR CENTER AAF KANSAS CITY INTL **HUGGY** N39°18.07' CHARLES B. WHEELER W94°51.07′ **DOWNTOWN** 210K LEE'S SUMMIT MUNI NOTE: RADAR required. NOTE: Chart not to scale. **NEW CENTURY** JOHNSON COUNTY (NARRATIVE ON FOLLOWING PAGE)

ROBINSON THREE ARRIVAL

KANSAS CITY, MISSOURI

EXECUTIVE

AIRCENTER 🖒

NC-3, 23 SEP 2010 to 21 OCT 2010

(RBA.RBA3) 08101

NC-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via

heading 110°. Thence....

Rwys 9 27: From over RBA VOR/DME via RBA R-137 to ILIDAA INT. Thence

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT.

Thence...

. . . . Expect radar vector to final approach course.

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

(ROYAL3.MCI) 05300 ST. JOSEPH/ ROSECRANS MEMORIAL (STJ) ROYAL THREE DEPARTURE SL-359 (FAA) ST. JOSEPH, MISSOURI ATIS 125.05 ST. JOSEPH DEP CON * 120.35 360.8 TONCE N40°16.94′ W94°37.39′ **JTHRO** N40°00.10' 360 W93°49.99′ **JDOGG** N39°57.00′ W94°39.69' R-085 R-100 ST. JOSEPH **CAYKO** 115.5 STJ ∺ N39°45.82' Chan 102 W94°08.19 3600 (40) NC-3, 23 SEP 2010 to 21 OCT 2010 NC-3, 23 SEP 2010 to 21 OCT 2010 KANSAS CITY 113.25 MCI **Ξ.-**Chan 79(Y) N39°17.12′ W94°44.22′ NOTE: Chart not to scale V DEPARTURE ROUTE DESCRIPTION

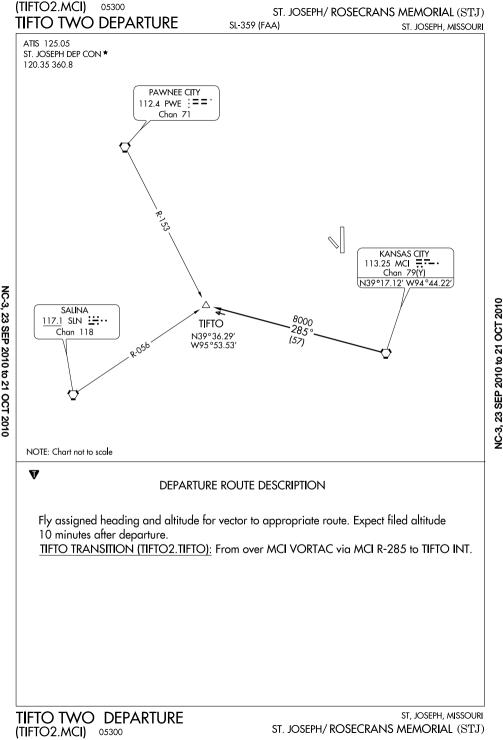
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

ROYAL THREE DEPARTURE

ST, JOSEPH, MISSOURI ST. JOSEPH/ROSECRANS MEMORIAL (STJ)



NC-3, 23 SEP 2010 to 21 OCT 2010

TYGER SIX ARRIVAL (TYGER.TYGER6) 08101

ST-780 (FAA)

KANSAS CITY, MISSOURI

NC-3, 23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°.

Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence... Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via

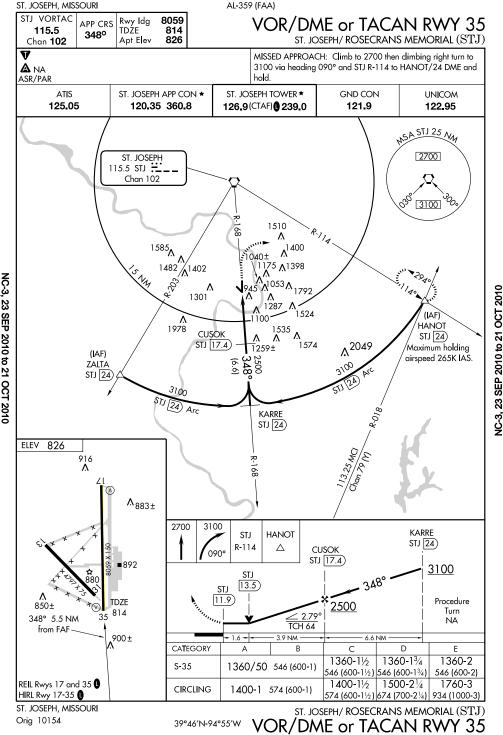
heading 010°. Thence...

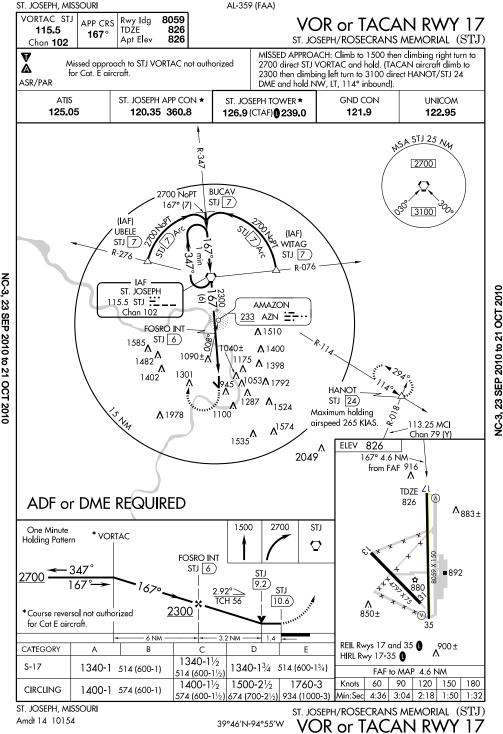
LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.





124

4500

KENTN

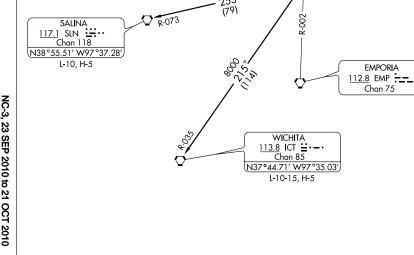
N39°08.80'

W95°56.78'

4500 J24

257

(57)





NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

4 NW UTC-6(-5DT) N38°43.60' W90°30.50'

TPA—See Remarks

ST. LOUIS

L-27B. A

IAP. DIAP. AD

HIRL CL

HIRL CL

HIRL

IAP

ST LOUIS CREVE COEUR

RWY 16-34: H4500X75 (CONC) S-3 MIRL RWY 16: REIL, PAPI(P4L)—GA 3.0° TCH 40', Trees, Rgt tfc.

RWY 34: REIL, PAPI(P4L)—GA 3.0° TCH 30', Pole.

RWY 07-25: 3120X220 (TURF)

FUEL 100LL, JET A

RWY 07: Trees. RWY 25: Crops. Rgt tfc. AIRPORT REMARKS: Attended 1400Z‡-dusk. Rwy 07-25 and Rwy 16-34

(1HØ)

S3

CLOSED to touch and go ldgs. Deer on and invof arpt. Helicopter

ops on and invof arpt. Hover taxi training ops are conducted

parallel to Rwy 07-25. Be alert to increased antique acft ops on

and invof arpt on weekends. Rwv 16-34 restricted to acft 30.000

lbs max gross weight or less, single wheel. Rwy 16-34 restricted

to acft 12.000 lbs max gross weight or less: PPR for acft

exceeding 12.500 lbs call arpt manager on 314-878-6400.

Ultralights not allowed. Call arpt manager for information about twy and apron strength. TPA-1113(650) and 1463(1000) for acft

over 12,500 pounds. Rwy 07-25 marked with large yellow cones. MIRL Rwy 16-34 preset on low ints, to increase ints and

ACTIVATE REIL Rwv 16 and Rwv 34-CTAF. COMMUNICATIONS: CTAF/UNICOM 122.8

(R) ST LOUIS APP/DEP CON 126.5 RADIO AIDS TO NAVIGATION: NOTAM FILE STI

LAMBERT-ST LOUIS INTL (STL)(KSTL) CIV/MIL 10 NW UTC-6(-5DT)

N38°44.92′ W90°21.20′

S4

FUEL 100LL, JET A OX 1, 2, 3, 4

NOTAM FILE STL

RWY 12R-30L: H11019X200 (CONC-GRVD) S-75, D-200, 2S-175, 2D-350, 2D/2D2-760

RWY 11-29: H9001X150 (CONC-GRVD)

RWY 06: MALSR. PAPI (P4R)-GA 3.0° TCH 51'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 11: TORA-9001 RWY 12L: TORA-9003 TODA-9003

RWY 30R: TORA-9003 ARRESTING GFAR/SYSTEM

RWY 12R HOOK BAK-12A(B) (1090')

RWY 06 HOOK BAK-12A(B) (1450') MILITARY SERVICE: A-GEAR Retractable BAK-12A(B) available Rwy 06, 12R, and 30L, A-Gear are kept in recessed position until reg for use. Twr must be notified at least 5 seconds prior to engagement so that cable may be raised.

RWY 06: TORA-7602 TODA-7602

TODA-9001

FORISTELL (L) VORTACW 110.8 FTZ Chan 45 N38°41.66′ W90°58.27′ 080° 21.8 NM to fld. 818/5E. ST LOUIS H-5D. L-27B. A

LRA Class I. ARFF Index D

RWY 12R: MALSR, TDZL, PAPI (P4L)—GA 3.0° TCH 69', Thid dsplcd 467', Road, Rgt tfc.

NOTAM FILE STL

RWY 30L: REIL. MALSR. PAPI(P4R)-GA 3.0° TCH 58' ThId dsplcd 201'. Sign. RWY 12L-30R: H9003X150 (CONC-GRVD) S-75, D-200, 2S-175, 2D-350, 2D/2D2-760

RWY 12L: ALSF2, TDZL, REIL, PAPI (P4R)—GA 3.0° TCH 64', Building, 0.8% up. RWY 30R: ALSF2. TDZL. PAPI (P4R)-GA 3.0° TCH 71'. Tower. Rgt tfc. 0.9% down. S-75, D-200, 2D-325, 2D/2D2-700

RWY 11: ALSF2. TDZL. PAPI (P4R)—GA 3.0° TCH 57'. 0.7% down. RWY 29: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 56'. 0.7% up. RWY 06-24: H7602X150 (CONC-GRVD) S-75, D-176, 2S-175, 2D-280, 2D/2D2-660

LDA-7352

LDA-9001

RWY 24: MALS. PAPI (P4L)-GA 3.0° TCH 53'. Sign.

ASDA-7352 ASDA-9001

ASDA-9003 LDA-9003 RWY 12R: TORA-11019 TODA-11019 ASDA-11019 LDA-10562 RWY 24: TORA-7602 TODA-7602 ASDA-7602 LDA-7602

RWY 29: TORA-9001 TODA-9001 ASDA-9001 LDA-9001 RWY 30L: TORA-11019 TODA-11019 ASDA-11019 LDA-10819 TODA-9003 ASDA-9003 LDA-9003

HOOK BAK 12A(B) (1300') RWY 30L

HIRL CL

236 MISSOURI

midpoint and rollout avbl. Rwy 12R touchdown zone lights OTS indef. Ldg fee. Ldg fee based on acft weight collected by FBO. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Precison Runway Monito

CONTINUED FROM PRECEDING PAGE

N38°51.64′ W90°28.94′

LOM OBLIO NDB.

141° 8.5 NM to fld. 450/1E.

at fld. 530/0E.

AIRPORT REMARKS: Attended continuously. No practice apph unless authorized by two and/or arpt authority. Taxiing acft should use caution in early morning and late afternoon. Sun glare may make visual recognition of signs and markings difficult. No designated taxilanes or apron twys located on air carrier ramps. No student solo ops

permitted. Waiver to conduct simultaneous apphs to parallel rwys separated by 1,300 ft in effect, ASDE-X surveillance system in use: pilots should operate transponders with mode C on all twys and rwys. Rwy 30L PAPI offset 5°S to accommodate LDA/DME apch to Rwy 30L. Rwy 30R ALSF2 unmonitored except when rwy visual range visibility blo 1800'. Rwy 06 touchdown rwy visual range avbl. Rwy 12L rwy visual range touchdown,

Electronic Scan Radar System (PRM), Simultaneous Offset Instrument Approach (SOIA) Procedure For Pilots Filing Flight Plans, Continuous Power Facilities. MILITARY REMARKS: ANG No svc at Missouri ANG ramp. Base re-alignment in process.

WEATHER DATA SOURCES: ASOS (C314) 426-0159. LAWRS. LLWAS. COMMUNICATIONS: SFA D-ATIS 125.025 379.925

UNICOM 122.95 ST LOUIS RCO 122.45 122.6 (ST LOUIS RADIO)

(R) ST LOUIS APP CON 133.55 338.25 (S-W) 132.125 360.6 (N-E) 123.7

\$T LOUIS TWR 118.5 257.7 (South) 120.05 284.6 (North) 132.475 239.275 (West) 278.3 (Rwy 30R)

351.9 (Rwv 30L) ST LOUIS GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)

GND METERING 127.55 360.2 (East) 121.075 346.35 (West)

Chan 121

CINC DEL 119 5 363 1 (R) ST LOUIS DEP CON 128.1 307.05 (S/W) 119.15 335.5 (N/E) 124.25 126.55 270.35

AIRSPACE: CLASS B See VFR Terminal Area Chart.

missed approach inbound.

I–SJW

than 10 minutes prior to taxi time

ST LOUIS (H) VORTACW 117.4

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

2AWIH CARDINAL (H) VORW/DME 116.45 CSX N38°45.16′ W90°21.65′ Chan 111(Y)

STL

OBLIO NDB (LOM) 338 LM N38°48.02′ W90°28.48′ 122° 5.8 NM to fld.

ZUMAY NDB (LOM) 404 ST N38°47.28′ W90°16.73′ 241° 4.9 NM to fld.

ILS 111.5 I–BKY Rwy 30L. Class IB LOC unusable byd 25 degrees either side of course.

ILS/DME 111.75 Rwy 30L. Class I. GS unusable blo 1780' LOC unusable I–RMK Chan 54(Y)

ILS/DME 111.3 Chan 50 Rwy 30R. ILS/DME 110.3 I-STL Chan 40 Rwv 24. Class IC. LOM ZUMAY NDB. LOC unusable byd 25 degrees both sides.

ILS/DME 109.7 I-LMR Chan 34 Rwv 12R. Class IB.

Rwy 12L. Class IIE. IL\$ 108.9 I-LDZ LOM OBLIO NDB.

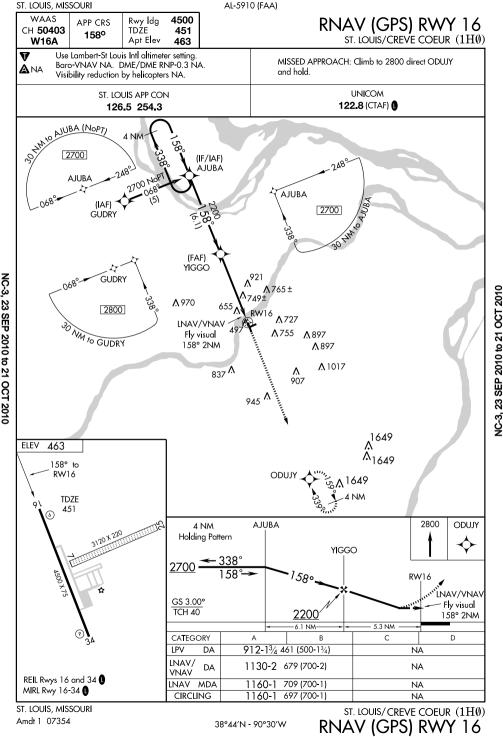
ILS/DME 110.3 I-JAK Chan 40 Rwv 06. Class IB LOC unusable inside of .3 NM fm thld, GS unusable

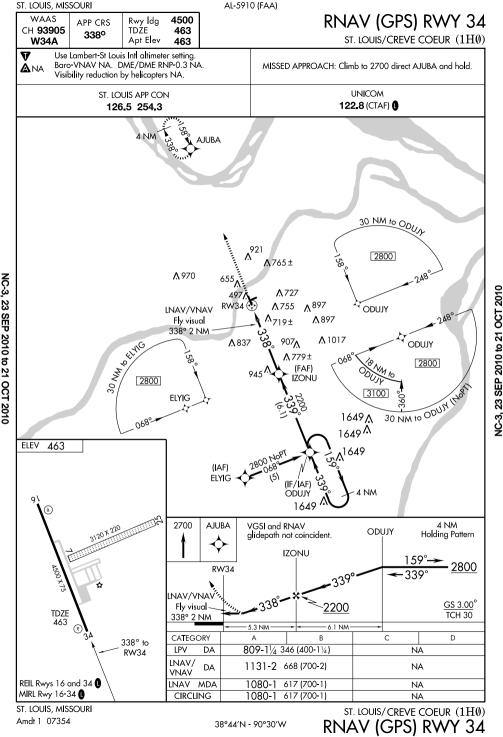
byd 5° left of course, byd 7° right of course. DME unusable 12 NM blo 3500'.

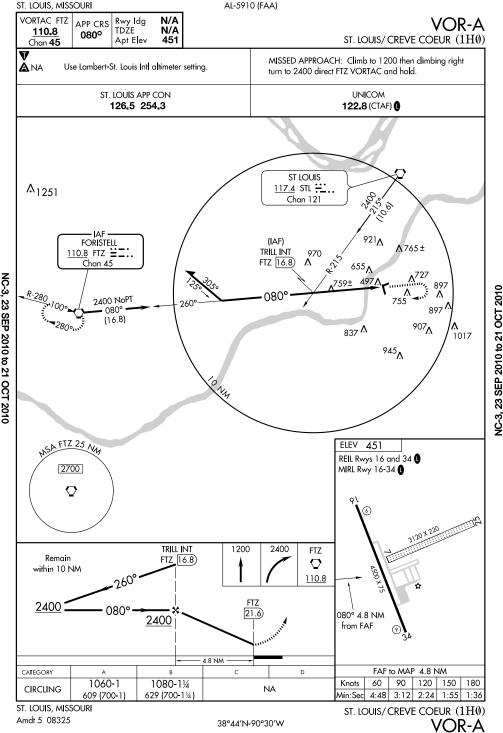
ILS/DME 111.95 I-OGZ Chan 56(Y) Rwv 11. Class IIIE.

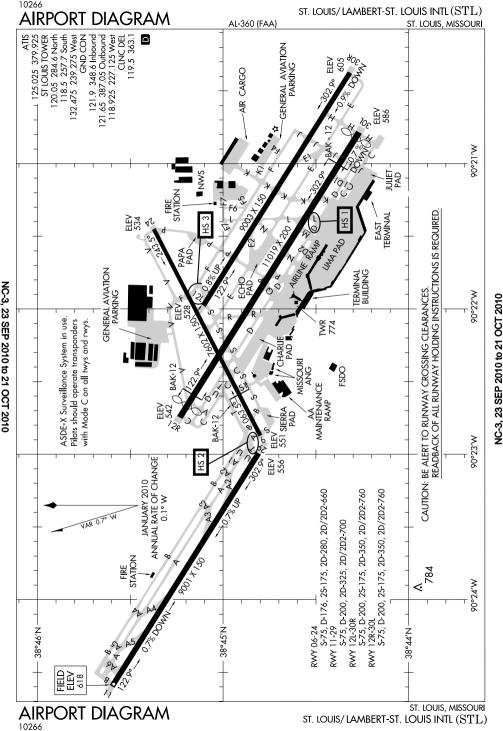
ILS/DME 111.95 I-RON Chan 56(Y) Rwy 29. Class IE. GS unusable for coupled approaches. COMM/NAV/WEATHER REMARKS: A pre-taxi clnc program is in effect. IFR dep are req to contact St Louis Clnc Del no more

Class IIIE.









4 NW UTC-6(-5DT) N38°43.60' W90°30.50'

TPA—See Remarks

ST. LOUIS

L-27B. A

ST LOUIS

H-5D. L-27B. A

HIRL CL

HIRL CL

CL

HIRL

IAP. DIAP. AD

IAP

ST LOUIS

CREVE COEUR

FUEL 100LL, JET A RWY 16-34: H4500X75 (CONC) S-3 MIRL RWY 16: REIL, PAPI(P4L)—GA 3.0° TCH 40', Trees, Rgt tfc.

RWY 34: REIL, PAPI(P4L)—GA 3.0° TCH 30', Pole. RWY 07-25: 3120X220 (TURF)

RWY 07: Trees. RWY 25: Crops. Rgt tfc. AIRPORT REMARKS: Attended 1400Z‡-dusk. Rwy 07-25 and Rwy 16-34

(1HØ)

S3

CLOSED to touch and go ldgs. Deer on and invof arpt. Helicopter

ops on and invof arpt. Hover taxi training ops are conducted

parallel to Rwy 07-25. Be alert to increased antique acft ops on

and invof arpt on weekends. Rwv 16-34 restricted to acft 30.000

lbs max gross weight or less, single wheel. Rwy 16-34 restricted

to acft 12.000 lbs max gross weight or less: PPR for acft

exceeding 12.500 lbs call arpt manager on 314-878-6400.

Ultralights not allowed. Call arpt manager for information about

twy and apron strength. TPA-1113(650) and 1463(1000) for acft over 12,500 pounds. Rwy 07-25 marked with large yellow cones.

MIRL Rwy 16-34 preset on low ints, to increase ints and ACTIVATE REIL Rwv 16 and Rwv 34-CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8 (R) ST LOUIS APP/DEP CON 126.5

RADIO AIDS TO NAVIGATION: NOTAM FILE STI

FORISTELL (L) VORTACW 110.8 FTZ Chan 45 N38°41.66′ W90°58.27′ 080° 21.8 NM to fld. 818/5E.

LAMBERT-ST LOUIS INTL (STL)(KSTL) CIV/MIL 10 NW UTC-6(-5DT)

N38°44.92′ W90°21.20′

S4 FUEL 100LL, JET A OX 1, 2, 3, 4

NOTAM FILE STL

RWY 12R-30L: H11019X200 (CONC-GRVD) S-75, D-200, 2S-175, 2D-350, 2D/2D2-760

RWY 12R: MALSR, TDZL, PAPI (P4L)—GA 3.0° TCH 69', Thid dsplcd 467', Road, Rgt tfc.

RWY 11-29: H9001X150 (CONC-GRVD)

RUNWAY DECLARED DISTANCE INFORMATION

RWY 11: TORA-9001 RWY 12L: TORA-9003 TODA-9003

RWY 30R: TORA-9003 ARRESTING GFAR/SYSTEM

RWY 06 HOOK BAK-12A(B) (1450') raised.

LRA Class I. ARFF Index D

NOTAM FILE STL

RWY 30L: REIL. MALSR. PAPI(P4R)-GA 3.0° TCH 58' ThId dsplcd 201'. Sign. RWY 12L-30R: H9003X150 (CONC-GRVD) S-75, D-200, 2S-175, 2D-350, 2D/2D2-760 RWY 12L: ALSF2, TDZL, REIL, PAPI (P4R)—GA 3.0° TCH 64', Building, 0.8% up. RWY 30R: ALSF2. TDZL. PAPI (P4R)-GA 3.0° TCH 71'. Tower. Rgt tfc. 0.9% down. S-75, D-200, 2D-325, 2D/2D2-700

HIRL RWY 11: ALSF2. TDZL. PAPI (P4R)—GA 3.0° TCH 57'. 0.7% down. RWY 29: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 56'. 0.7% up. RWY 06-24: H7602X150 (CONC-GRVD) S-75, D-176, 2S-175, 2D-280, 2D/2D2-660

RWY 06: MALSR. PAPI (P4R)-GA 3.0° TCH 51'. Tree. RWY 24: MALS. PAPI (P4L)-GA 3.0° TCH 53'. Sign.

RWY 06: TORA-7602 TODA-7602

ASDA-7352 TODA-9001 ASDA-9001

LDA-9001 ASDA-9003 LDA-9003 RWY 12R: TORA-11019 TODA-11019 ASDA-11019 LDA-10562

LDA-7352

RWY 24: TORA-7602 TODA-7602 ASDA-7602 LDA-7602 RWY 29: TORA-9001 TODA-9001 ASDA-9001 LDA-9001 RWY 30L: TORA-11019 TODA-11019 ASDA-11019 LDA-10819

TODA-9003 ASDA-9003 LDA-9003

RWY 12R HOOK BAK-12A(B) (1090') MILITARY SERVICE: A-GEAR Retractable BAK-12A(B) available Rwy 06, 12R, and 30L, A-Gear are kept in recessed

CONTINUED ON NEXT PAGE

position until reg for use. Twr must be notified at least 5 seconds prior to engagement so that cable may be

HOOK BAK 12A(B) (1300') RWY 30L

236 MISSOURI

acft should use caution in early morning and late afternoon. Sun glare may make visual recognition of signs and

range visibility blo 1800'. Rwy 06 touchdown rwy visual range avbl. Rwy 12L rwy visual range touchdown, midpoint and rollout avbl. Rwy 12R touchdown zone lights OTS indef. Ldg fee. Ldg fee based on acft weight collected by FBO. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Precison Runway Monito

CONTINUED FROM PRECEDING PAGE

N38°51.64′ W90°28.94′

LOM OBLIO NDB.

Class IIIE.

141° 8.5 NM to fld. 450/1E.

at fld. 530/0E.

AIRPORT REMARKS: Attended continuously. No practice apph unless authorized by two and/or arpt authority. Taxiing

markings difficult. No designated taxilanes or apron twys located on air carrier ramps. No student solo ops permitted. Waiver to conduct simultaneous apphs to parallel rwys separated by 1,300 ft in effect, ASDE-X surveillance system in use: pilots should operate transponders with mode C on all twys and rwys. Rwy 30L PAPI offset 5°S to accommodate LDA/DME apch to Rwy 30L. Rwy 30R ALSF2 unmonitored except when rwy visual

Electronic Scan Radar System (PRM), Simultaneous Offset Instrument Approach (SOIA) Procedure For Pilots Filing Flight Plans, Continuous Power Facilities. MILITARY REMARKS: ANG No svc at Missouri ANG ramp. Base re-alignment in process.

WEATHER DATA SOURCES: ASOS (C314) 426-0159. LAWRS. LLWAS. COMMUNICATIONS: SFA D-ATIS 125.025 379.925 UNICOM 122.95

ST LOUIS RCO 122.45 122.6 (ST LOUIS RADIO)

(R) ST LOUIS APP CON 133.55 338.25 (S-W) 132.125 360.6 (N-E) 123.7

\$T LOUIS TWR 118.5 257.7 (South) 120.05 284.6 (North) 132.475 239.275 (West) 278.3 (Rwy 30R)

351.9 (Rwv 30L) ST LOUIS GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)

GND METERING 127.55 360.2 (East) 121.075 346.35 (West)

Chan 121

CINC DEL 119 5 363 1

I–SJW

(R) ST LOUIS DEP CON 128.1 307.05 (S/W) 119.15 335.5 (N/E) 124.25 126.55 270.35

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

ST LOUIS (H) VORTACW 117.4

ILS/DME 111.3

2AWIH CARDINAL (H) VORW/DME 116.45 CSX N38°45.16′ W90°21.65′ Chan 111(Y)

STL

OBLIO NDB (LOM) 338 LM N38°48.02′ W90°28.48′ 122° 5.8 NM to fld.

ZUMAY NDB (LOM) 404 ST N38°47.28′ W90°16.73′ 241° 4.9 NM to fld.

ILS 111.5 I–BKY Rwy 30L. Class IB LOC unusable byd 25 degrees either side of course.

ILS/DME 111.75 Rwy 30L. Class I. GS unusable blo 1780' LOC unusable I–RMK Chan 54(Y) missed approach inbound.

Rwy 30R.

Chan 50 ILS/DME 110.3 I-STL Chan 40 Rwv 24. Class IC. LOM ZUMAY NDB. LOC unusable byd 25 degrees both sides.

ILS/DME 109.7 I-LMR Chan 34 Rwv 12R. Class IB.

Rwy 12L. Class IIE. IL\$ 108.9 I-LDZ LOM OBLIO NDB.

ILS/DME 110.3 I-JAK Chan 40 Rwv 06.

Class IB LOC unusable inside of .3 NM fm thld, GS unusable

byd 5° left of course, byd 7° right of course. DME unusable 12 NM blo 3500'.

ILS/DME 111.95 I-OGZ Chan 56(Y) Rwv 11. Class IIIE.

ILS/DME 111.95 I-RON Chan 56(Y) Rwy 29. Class IE. GS unusable for coupled approaches.

COMM/NAV/WEATHER REMARKS: A pre-taxi clnc program is in effect. IFR dep are req to contact St Louis Clnc Del no more than 10 minutes prior to taxi time

(BLUES2.STL) 07298 ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL) **BLUES TWO DEPARTURE** ST. LOUIS, MISSOURI SL-360 (FAA) CLNC DEL 119.5 363.1 GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (WEST) GND METER 127.55 360.2 (EAST) 121.075 346.35 (WEST) ST. LOUIS DEP CON 119.15 335.5 CARDINAL 116.45 CSX Chan 111(Y) N38°45.16′-W90°21.65′ SAMSVILLE LOUISVILLE 116.6 SAM : 114.8 IIU ::_ Chan 113 Chan 95 *'10*9° N38° 06.21′ MAA F1 290 W85°34.65' 3000 L-26-27, H-5 5200 **MAA FL 290** FL 210 143) *2200 091° R-271 R-291_ HILTS (130)CENTRALIA N38° 07.76′ W88° 19.51′ 115.0 ENL :... Chan 97 L-27 **POCKET CITY** N38° 25.20′ 113.3 PXV :::-

V

W89° 09.54'

NC-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 5000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.

LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then via IIU R-271 to IIU VORTAC.

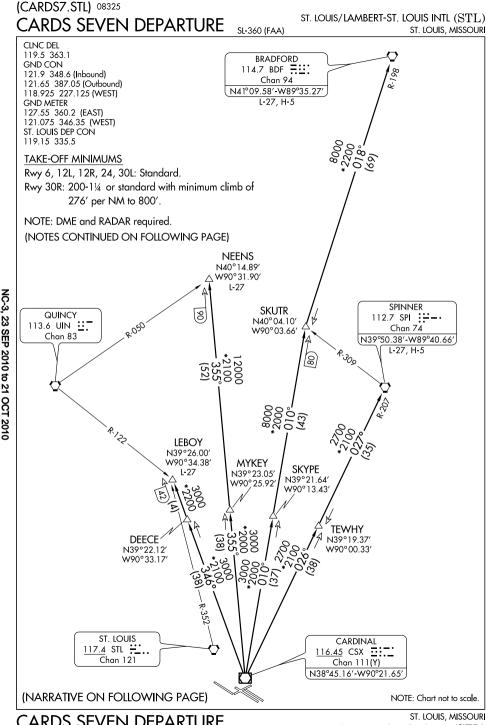
BLUES TWO DEPARTURE (BLUES 2.STL) 07298

ST. LOUIS, MISSOURI

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

VC-3, 23 SEP 2010 to 21 OCT 2010

Chan 80



CARDS SEVEN DEPARTURE (CARDS7.STL) 08325

ST. LOUIS, MISSOURI

NC-3, 23 SEP 2010 to 21 OCT 2010

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

CARDS SEVEN DEPARTURE

SL-360 (FAA)

V DEPARTURE ROUTE DESCRIPTION

Turbojet departures climb and maintain 5000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure. Propeller driven departures climb and maintain 3000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 and SPI R-207 to SPI VORTAC.

TAKE-OFF OBSTACLE NOTES

Rwy 6: Railroad 577' from DER, 618' left of centerline, 23' AGL/557' MSL. OL on LDA 1037' from DER, 709' right of centerline, 391' AGL/573' MSL. Pole 1368' from DER, 635' right of centerline, 28' AGL/568' MSL. Antenna on bldg 2478' from DER, 1012' right of centerline, 30' AGL/598' MSL.

Rwy 12L: OL on DME 551' from DER, 258' left of centerline, 20' AGL/619' MSL. Rwy 12R: Traffic sign 1416' from DER, 705' right of centerline, 7' AGL/636' MSL. Bush 1791' from DER, 503' right of centerline, 7' AGL/636' MSL.

Tree 1933' from DER, 370' left of centerline, 88' AGL/657' MSL. Tree 2228' from DER, 162' left of centerline, 75' AGL/654' MSL. Sign 2804' from DER, 873' right of centerline, 93' AGL/672' MSL.

Rwy 24: Multiple trees and antenna beginning 3766' from DER, 899' right of centerline, up to 115' AGL/704' MSL.

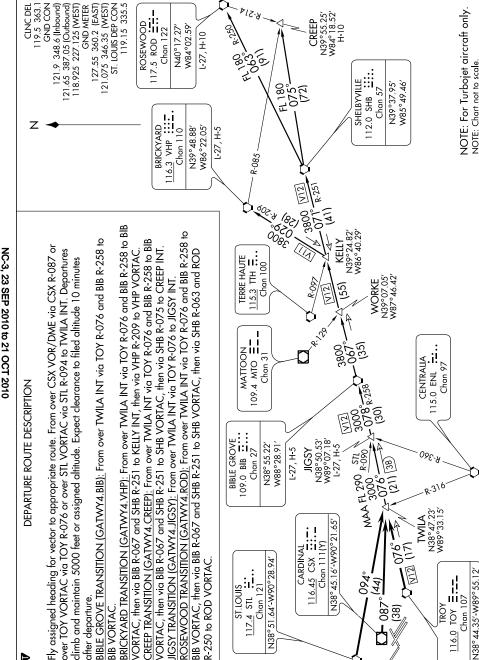
Rwy 30L: Ground beginning at DER, 157' right of centerline, up to 592' MSL. Multiple trees and poles beginning 1684' from DER, 641' left of centerline, 107' AGL/684' MSL.

Rwy 30R: OL on GS 950' from DER, on centerline, 28' AGL/587' MSL.

Multiple buildings and antenna beginning 1374' from DER, 709' right of centerline, up to 81' AGL/611' MSL. Multiple trees and antenna beginning 4240' from DER, 253' right of centerline, up to 142' AGL/741' MSL.

ST. LOUIS, MISSOURI

(GATWY4.STL) ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)**DEPARTURE** SL-360 (FAA) ST. LOUIS, MISSOURI 119.15 335.5 GND CON 121.9 348.6 (Inbound) ST. LOUIS DEP CON CLNC DEL 21.65 387.05 (Outbound) 118.925 227.125 (WEST) **GND METER** 127.55 360.2 (EAST) 21.075 346.35 (WEST) 19.5 363. W84° 18.52′ H-10 NOTE: For Turbojet aircraft only. 117.5 ROD <u>=</u>=-N39°55.25′ R.750 CREEP ROSEWOOD W84°02.59′ N40°17.27′ Chan 122 L-27, H-10 FL 180° -> 6 NOTE: Chart not to scale. 112.0 SHB FL 180 SHELBYVILLE N39°37.95′ W85°49.46′ 075° Chan 57 (27) 116.3 VHP ::: Z BRICKYARD W86°22.05′ N39°48.88′ Chan 110 L 27, H 5 - R-085.



HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

| increased risk has been reduced or eliminated. | | | |
|--|--------------|--|--|
| CITY/AIRPORT | HOT SPOT | DESCRIPTION* | |
| BRANSON, MO | | | |
| BRANSON (BBG) | HS 1 | Ramp area exits on to rwy. | |
| | HS 2 | Twy turn around at end of rwy. Frequent back taxi operations. | |
| CAPE GIRARDEAU, MO | | | |
| CAPE GIRARDEAU RGNL (CGI) | HS 1 | Area not visible from the twr. | |
| | HS 2 | Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D. | |
| CEDAR RAPIDS, IA | | | |
| THE EASTERN IOWA (CID) | HS 1 HS 2 | Frequent aircraft and vehicle rwy crossings. | |
| | = | Int rwys. | |
| COLLINADIA MO | HS 3 | Twy crossing rwy. | |
| COLUMBIA, MO | HS 1 | Confusing two int | |
| COLUMBIA RGNL (COU) | HS 2 | Confusing twy int. Unusual rwy holding position. | |
| | HS 3 | Unusual rwy/rwy holding position. | |
| DES MOINES, IA | 110 3 | Offusual rwy/rwy floiding position. | |
| DES MOINES INTL (DSM) | HS 1 | From Twy B, turn on Twy D to access all rwys. | |
| DEG MONTE (BOM) | HS 2 | Center twy complex and int rwys, use extreme caution. | |
| | HS 3 | The apch end of Rwy 05 at Twy P has limited visibility from the twr. | |
| | HS 4 | ATCT restricted visibility at Iowa Air National Guard complex. | |
| DUBUQUE, IA | | | |
| DUBUQUE RGNL (DBQ) | HS 1 | Apch ends of rwys in close proximity. | |
| , , | HS 2 | Rwy 13-31 in close proximity to ramp non-movement area at Twy D. | |
| | HS 3 | Rwy 13-31 in close proximity to ramp non-movement area at Twy C. | |
| FORT DODGE, IA | | | |
| FORT DODGE RGNL (FOD) | HS 1 | Int on twy just prior to rwys. | |
| FORT LEONARD WOOD, MO | | | |
| WAYNESVILLE-ST. ROBERT | | | |
| RGNL FORNEY FLD (TBN) | HS 1 | Single twy access to rwy. Frequent back-taxi ops. | |
| | | enigle try access to try. Troquent such tax oper | |
| JEFFERSON CITY, MO | | | |
| JEFFERSON CITY | | | |
| MEMORIAL (JEF) | HS 1 | Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27. | |
| | HS 2 | Twy B at Rwy 27 holding position marking. | |
| JOPLIN, MO | | | |
| JOPLIN RGNL (JLN) | HS 1 | Complex twy/rwy int. | |
| | HS 2 | Ramp exit in close proximity to rwy. | |
| KANSAS CITY, MO | | | |
| CHARLES B. WHEELER | | | |
| DOWNTOWN (MKC) | HS 1 | Twy G int with Rwy 03-21. | |
| | HS 2 | Holding short between Rwy 01-19 and Rwy 03-21. | |
| | HS 3 | Confusing twy int. | |
| | | | |

23 SEP 2010 to 21 OCT 2010

CITY/AIRPORT

KANSAS CITY, MO KANSAS CITY INTL (MCI)

SPRINGFIELD-BRANSON

WATERLOO RGNL (ALO)

(CONTINUED)

HOT SPOTS

HOT SPOT

DESCRIPTION*

Busy vehicle service road crosses Twy G east of Twy B.

| | HS 2 | Twy E and Twy F int with Rwy 09-27. |
|-----------------------|------|---------------------------------------|
| | HS 3 | Twy C and Twy D int with Rwy 01R-19L. |
| | HS 4 | Twy B2 crosses service road. |
| KIRKSVILLE, MO | | |
| KIRKSVILLE RGNL (IRK) | HS 1 | Turf rwy taxi route via Rwy 18-36. |
| | | |

MASON CITY IA MASON CITY MUNI (MCW) HS₁ Twy leads to multiple rwys. ST JOSEPH, MO

HS₁

HS₁ Ramp in close proximity to rwy. ROSECRANS MEMORIAL (STJ)

HS 2 Closely located rwys. HS 3 Back taxi required for full length Rwv 13. ST LOUIS, MO LAMBERT-ST LOUIS INTL (STL) HS₁ Twy D at int with Twy L in close proximity to Rwy 12R-30L.

HS₂ Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06. HS 3 Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.

ST LOUIS, MO ST LOUIS/SPIRIT OF ST LOUIS (SUS) HS₁ Complex twv int. HS₂ Blind spots on movement area. HS 3 Blind spot on movement area.

SIOUX CITY, IA SIOUX GATEWAY/ HS₁

COLONEL BUD DAY FIELD (SUX) Twy B intersects with Rwy 31 and Rwy 35 at the apch end HS 2 Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area. SPRINGFIELD, MO

HS₁ NATIONAL (SGF) Twys in close proximity to rwys at unusual angles. HS 2 Ramp exit crosses rwy. HS 3 Twr blind spot on movement area. WATERLOO, IA

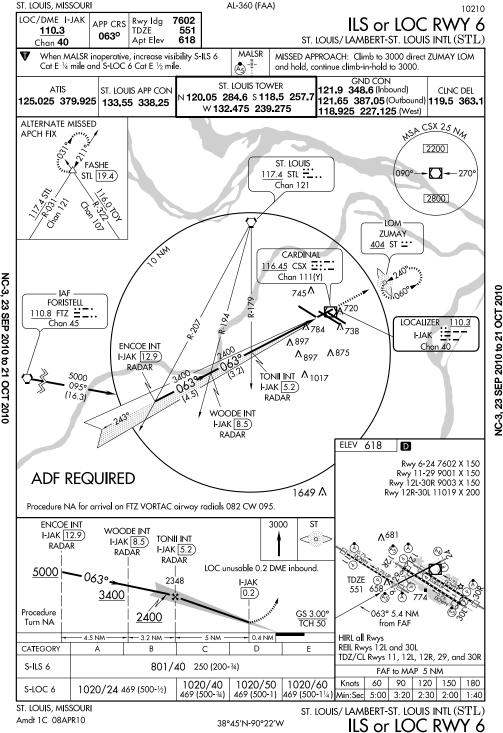
HS 1

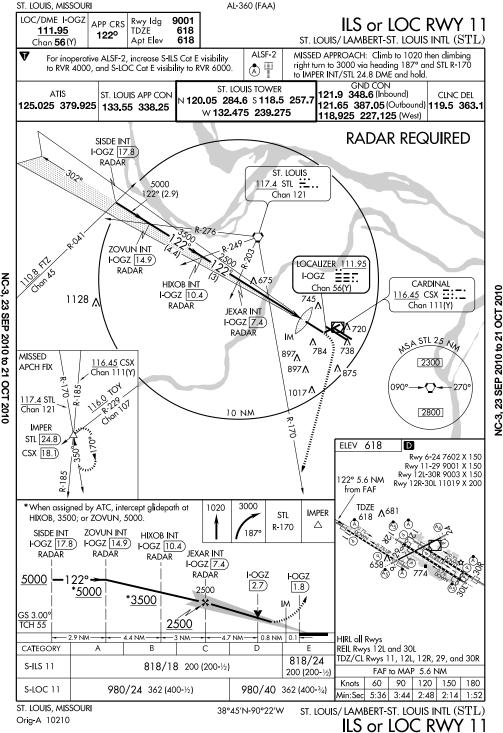
HS 2 Twy leads to multiple rwys. HS 3 Twy crosses rwy immediately after leaving ramp.

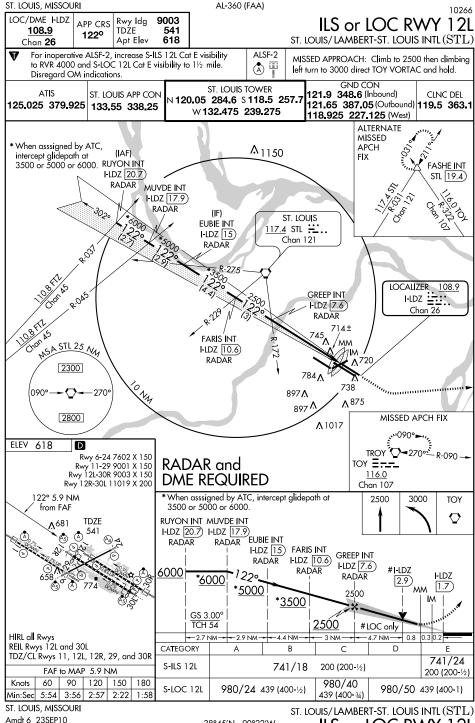
HS 4 Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

Twy int near rwys.



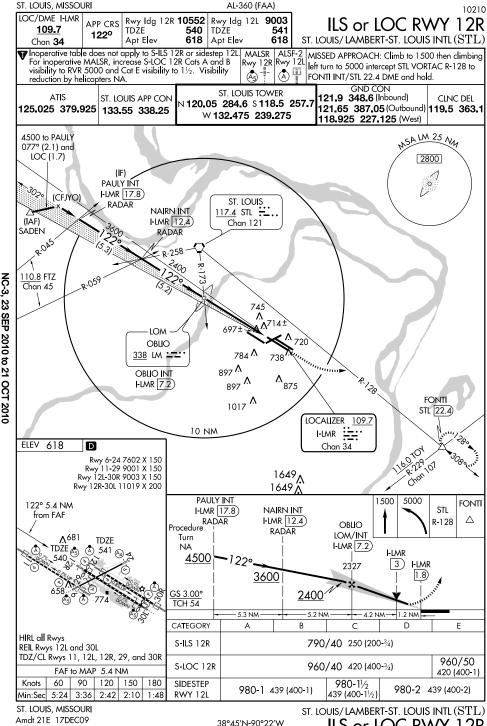




လ ငှဲ

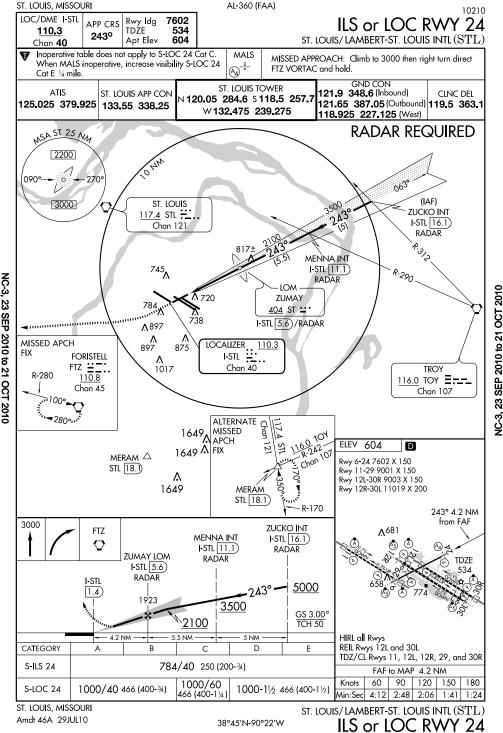
23 SEP 2010 to 21 OCT 2010

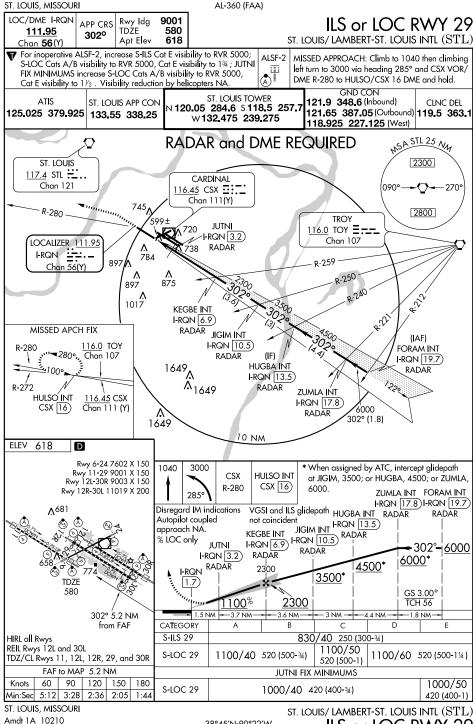
ILS or LOC RWY



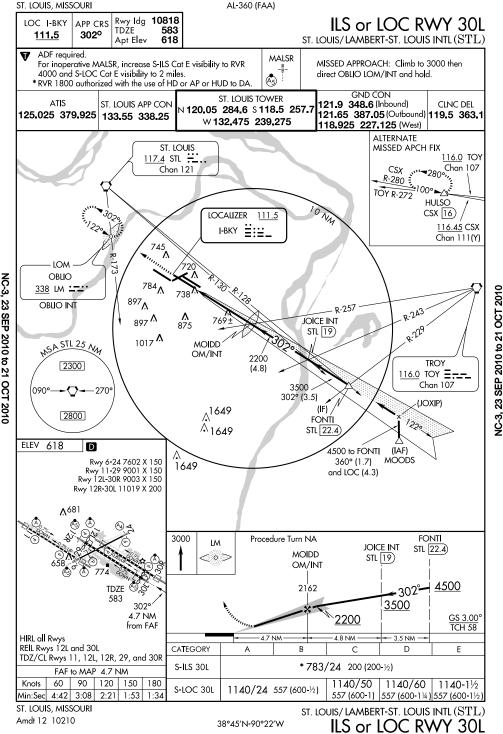
NC.3,

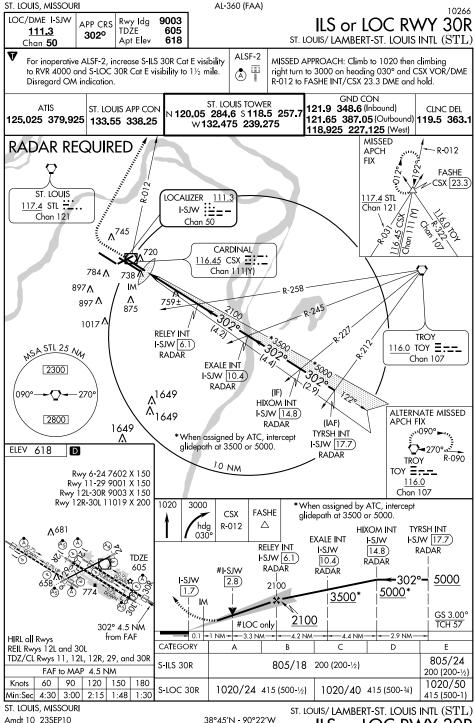
ILS or LOC RWY





NC-3, 23 SEP 2010 to 21 OCT 2010

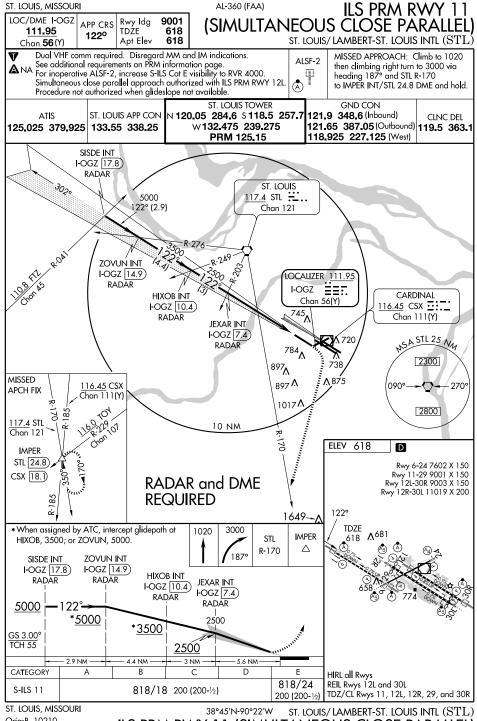




ဂ္ဂ

23 SEP 2010 to 21 OCT 2010

ILS or LOC RWY 30R



NC-3, 23 SEP 2010 to 21 OCT 2010

ILS PRM RWY 11 (SIMULTANEOUS CLOSE PARALLEL)

(SIMULTANEOUS CLOSE PARALLEL)

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

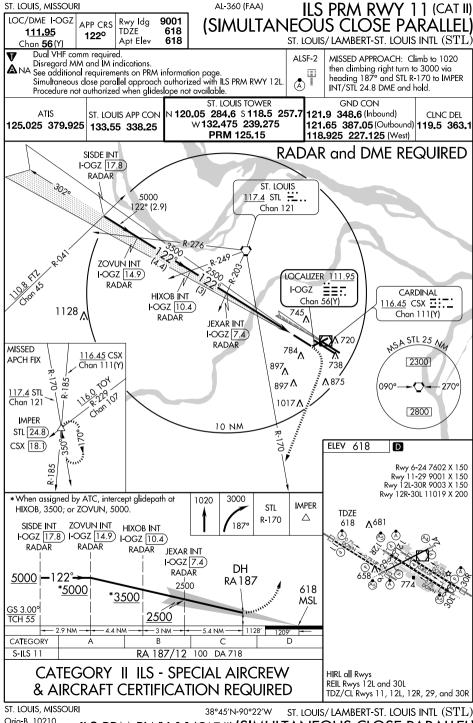
Condensed Briefing Point:

NC-3, 23 SEP 2010 to 21 OCT 2010

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- 1. ATIS. When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefina items:
 - (a) Minimums and missed approach procedures are unchanged.
 - (b) Monitor frequency no longer required. (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. Dual VHF Communication required. To avoid blocked transmissions, each runway

- will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.
- ALL "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
 - (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
 - (b) Phraseology "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:
 - "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".
- 4. Glide Slope Navigation: Descending on the glide slope ensures compliance with any charted crossing restrictions.



NC-3, 23 SEP 2010 to 21 OCT 2010

ILS PRM RWY 11 (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

(SIMULTANEOUS CLOSE PARALLEL)

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

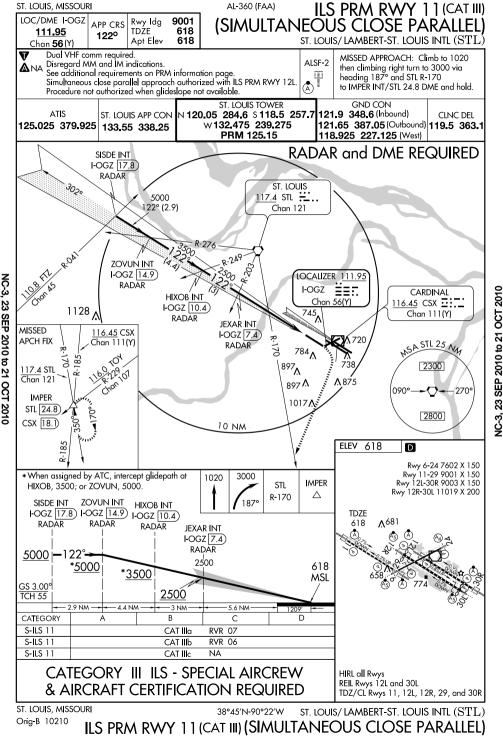
NC-3, 23 SEP 2010 to 21 OCT 2010

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- 1. ATIS. When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefina items:
 - (a) Minimums and missed approach procedures are unchanged.
 - (b) Monitor frequency no longer required. (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. Dual VHF Communication required. To avoid blocked transmissions, each runway

- will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.
- 3. ALL "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
 - (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
 - (b) Phraseology "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:
 - "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".
- 4. Glide Slope Navigation: Descending on the glide slope ensures compliance with any charted crossing restrictions.

ILS PRM RWY 11 (CAT II) Orig-B 06271



ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

NC-3, 23 SEP 2010 to 21 OCT 2010

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- 1. ATIS. When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefina items:
 - (a) Minimums and missed approach procedures are unchanged. (b) Monitor frequency no longer required.
 - (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. Dual VHF Communication required. To avoid blocked transmissions, each runway

- will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.
- ALL "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
 - (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
 - (b) Phraseology "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:
 - "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".
- 4. Glide Slope Navigation: Descending on the glide slope ensures compliance with any charted crossing restrictions.

ILS PRM RWY 11 (CAT III) Orig-B 06271

23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

Amdt 1 23SEP10 ILS PRM RWY 12L (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

- Condensed Briefing Point: • When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- 1. ATIS. When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefina items:
 - (a) Minimums and missed approach procedures are unchanged.
 - (c) A lower glideslope intercept altitude may be assigned when advised to expect
- will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.
- ALL "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
 - (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
 - (b) Phraseology "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:
 - "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".
- 4. Glide Slope Navigation: Descending on the glide slope ensures compliance with any charted crossing restrictions.

23 SEP 2010 to 21 OCT 2010

NC-3, 23 SEP 2010 to 21 OCT 2010

38°45'N - 90°22'W ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

Amdt 1 23SEP10 | ILS PRM RWY 1 2L (CAT III) (SIMULTANEOUS CLOSE PARALLEL)

(SIMULTANEOUS CLOSE PARALLEL)

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

NC-3, 23 SEP 2010 to 21 OCT 2010

- When instructed, <u>immediately</u> switch to the tower frequency and select the monitor frequency audio.
- ATIS. When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11
 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised
 to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following
 briefing items:
 - (a) Minimums and missed approach procedures are unchanged.(b) Monitor frequency no longer required.
 - (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway

- will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.
- 3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
 - (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
 - (b) Phraseology "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:
 - "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".
- 4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

10266

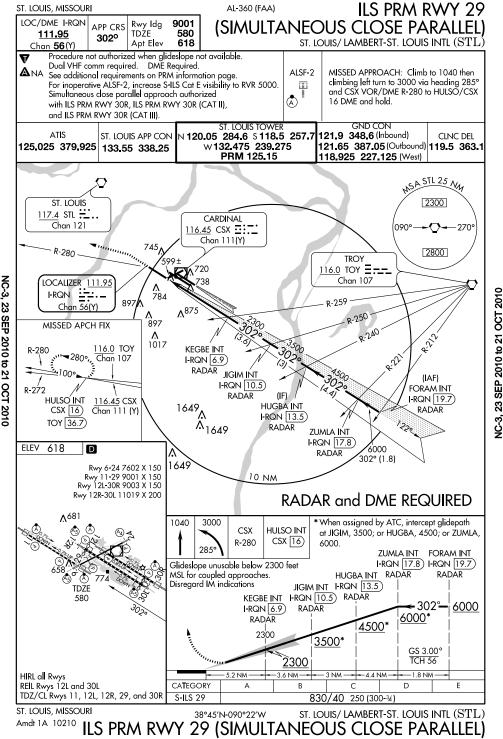
ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

- Condensed Briefing Point: • When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- 1. ATIS. When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefina items:
 - (a) Minimums and missed approach procedures are unchanged.
 - (b) Monitor frequency no longer required. (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.

2. Dual VHF Communication required. To avoid blocked transmissions, each runway

- will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.
- ALL "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
 - (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
 - (b) Phraseology "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:
 - "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".
- 4. Glide Slope Navigation: Descending on the glide slope ensures compliance with any charted crossing restrictions.

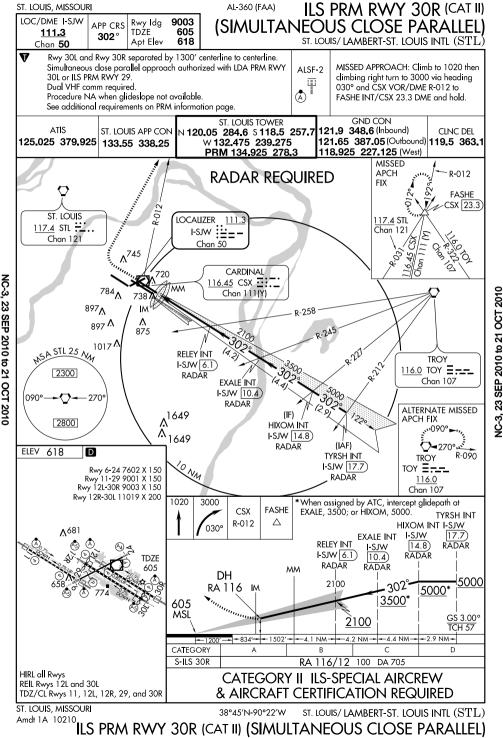


(SIMULTANEOUS CLOSE PARALLEL)

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival servicés as operational conditions permit. Non-paticipating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

- Condensed Briefing Point: When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- 1. ATIS. When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:
 - (a) Minimums and missed approach procedures are unchanged.
 - (b) Monitor frequency no longer required.
 - (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 29 approach.
- 2. Dual VHF Communication required. To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.
- 3. ALL "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
 - (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
 - (b) Phraseology "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:
 - "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".
- 4. Gilde Slope Navigation: Descending on the glide slope ensures compliance with any charted crossing restrictions.
- 5. LDA Traffic (SOIA only): When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.



ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL) AL-360 (FAA) ST. LOUIS, MISSOURI

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

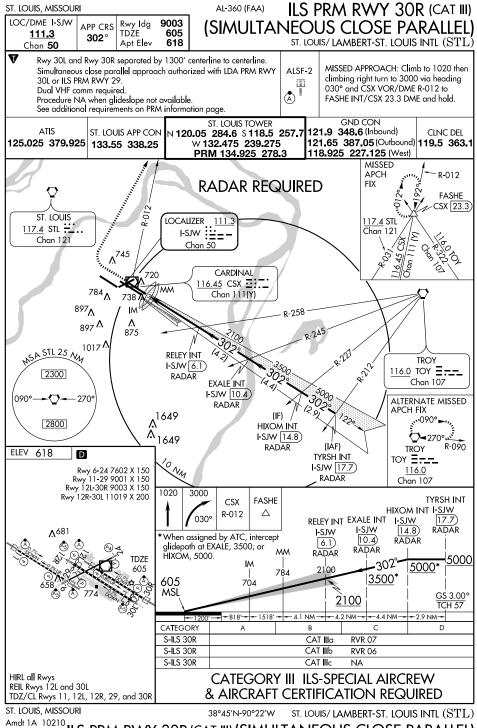
Condensed Briefing Point:

NC-3, 23 SEP 2010 to 21 OCT 2010

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- 1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the
- following briefing items:
 - (a) Minimums and missed approach procedures are unchanged.(b) Monitor frequency no longer required.
 - (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.

2. Dual VHF Communication required. To avoid blocked transmissions, each runway

- will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.
- 3. ALL "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
 - (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
 - (b) Phraseology "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:
 - "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".
- Glide Slope Navigation: Descending on the glide slope ensures compliance with any charted crossing restrictions.
- 5. LDA Traffic (SOIA only): When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.



NC-3, 23 SEP 2010 to 21 OCT 2010

(SIMULTANEOUS CLOSE PARALLEL)

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

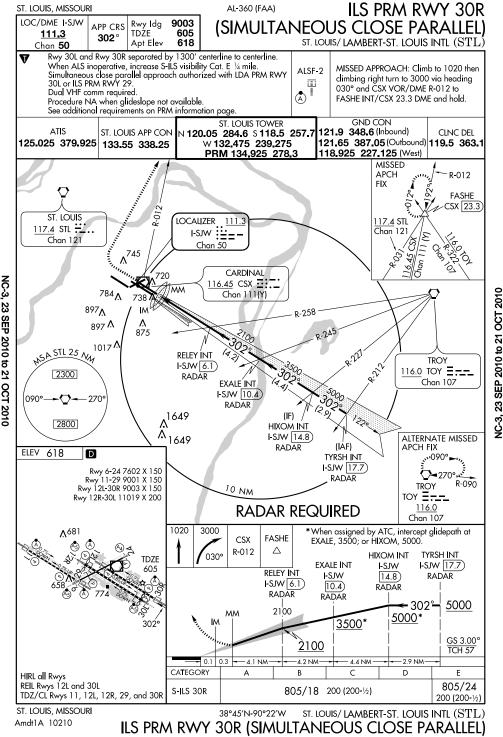
Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefina Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- 1. ATIS. When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the
- following briefing items:
 - (a) Minimums and missed approach procedures are unchanged. (b) Monitor frequency no longer required.
 - (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway

- will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.
- ALL "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
 - (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
 - (b) Phraseology "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:
 - "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".
- 4. Glide Slope Navigation: Descending on the glide slope ensures compliance with any charted crossing restrictions.
- 5. LDA Traffic (SOIA only): When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.



ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

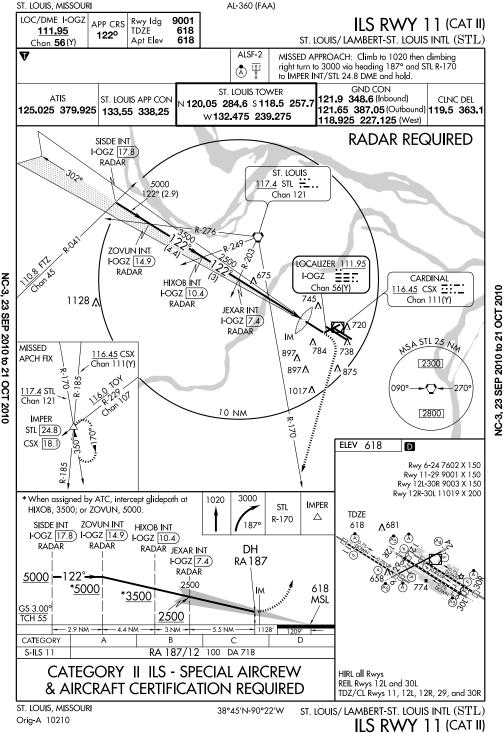
Condensed Briefing Point:

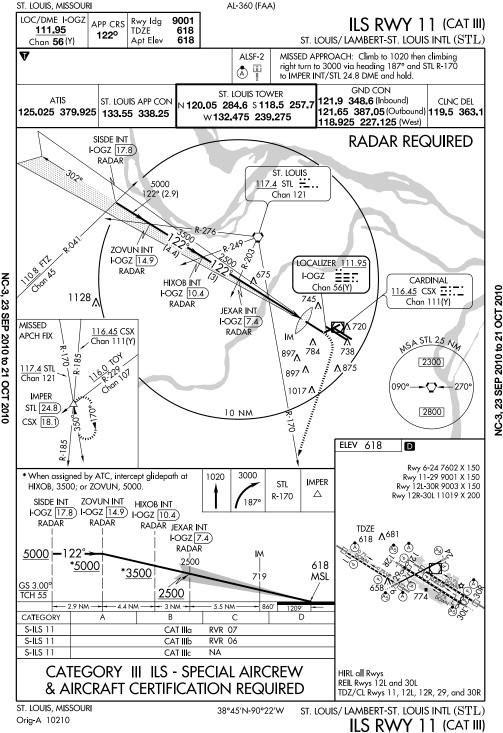
NC-3, 23 SEP 2010 to 21 OCT 2010

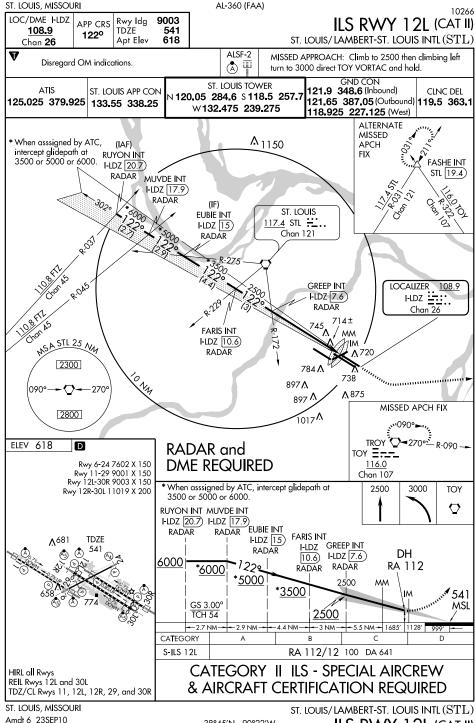
- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- 1. ATIS. When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:
 - (a) Minimums and missed approach procedures are unchanged.
 - (b) Monitor frequency no longer required.
 - (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.

2. Dual VHF Communication required. To avoid blocked transmissions, each runway

- will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.
- 3. ALL "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.
 - (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.
 - (b) Phraseology "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:
 - "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".
- Glide Slope Navigation: Descending on the glide slope ensures compliance with any charted crossing restrictions.
- 5. LDA Traffic (SOIA only): When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.





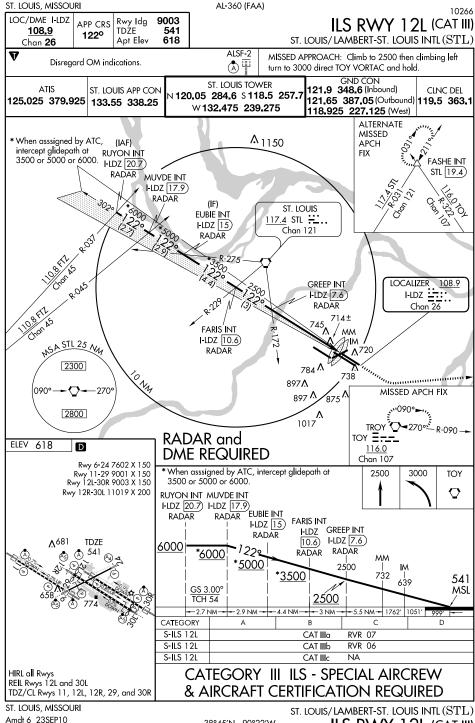


လ ငှ မွ

23 SEP 2010 to 21 OCT 2010

38°45′N - 90°22′W

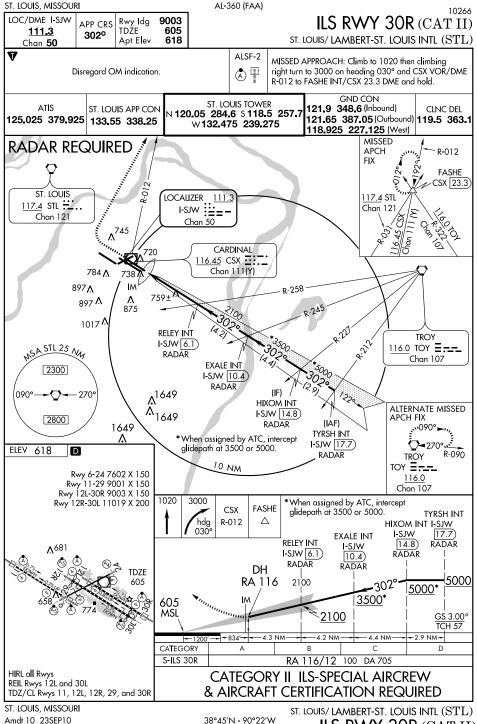
ILS RWY 12L (CAT II)



လ ငှ မွ

23 SEP 2010 to 21 OCT 2010

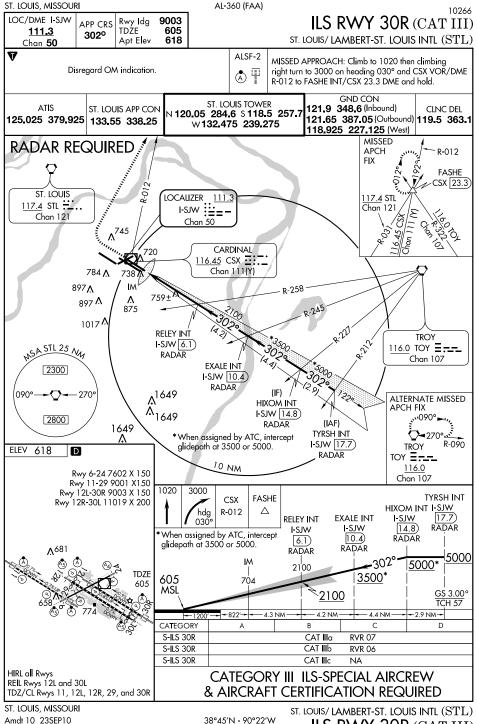
ILS RWY 12L (CAT III)



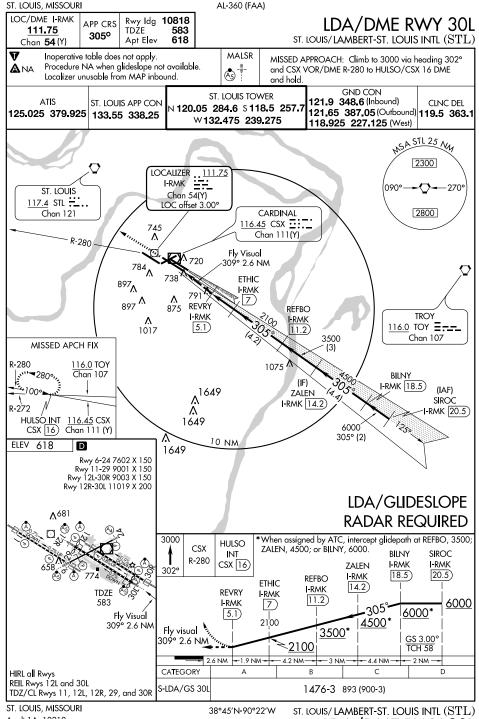
Amdt 10 23SEP10

NC-3, 23 SEP 2010 to 21 OCT 2010

ILS RWY 30R (CAT II)

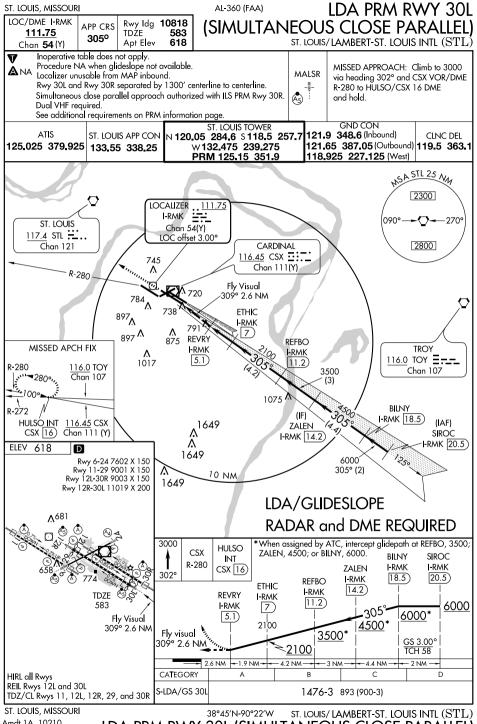


NC-3, 23 SEP 2010 to 21 OCT 2010



ဂို

, 23 SEP 2010 to 21 OCT 2010



VC-3, 23 SEP 2010 to 21 OCT 2010

Amdt 1A 10210

, 23 SEP 2010 to 21 OCT 2010

LDA PRM RWY 30L (SIMULTANEOUS CLOSE PARALLEL)

(SIMULTANEOUS CLOSE PARALLEL)

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles

Condensed Briefing Point:

NC-3, 23 SEP 2010 to 21 OCT 2010

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.
- 1. ATIS. When the ATIS broadcast advises that simultaneous ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the LDA PRM approach. If later advised to expect an LDA approach, the ILS/PRM chart may be used after completing the following briefing items:
 - (a) Minimums and missed approach procedures are unchanged.

be able to hear transmissions on at least one frequency if the other is blocked.

- (b) Monitor frequency no longer required. (c) A lower glideslope intercept altitude may be assigned when advised to expect LDA approach.
- Dual VHF Communication required. To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will
- 3. ALL "Breakouts" are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately. (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots

must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the

- descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL. (b) Phraseology - "TRAFFIC ALERT": If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the
- breakout will be: "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees),
 - CLIMB/DESCEND AND MAINTAIN (altitude)".
- 4. Glide Slope Navigation: Descending on the glide slope ensures compliance with any charted crossing
- 5. STL Visual Segment. If advised that there is traffic on the 30R ILS, pilots may continue past the LDA MAP if:
 - (a) The ILS traffic is in sight and is expected to remain in sight.
 - (b) ATC has been advised that "traffic is in sight". (ATC is not required to acknowledge this transmission)
 - (c) The runway environment is in sight.

Otherwise, a missed approach must be executed at the LDA MAP. Between the LDA MAP and the runway threshold, pilots are responsible for separating themselves visually from the traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic, until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with the ILS traffic is lost, advise ATC as soon as practical and execute the published missed approach, unless otherwise instructed by ATC.

V

L-18, H-6

LINDBERGH TWO DEPARTURE

SL-360 (FAA) CLNC DEL 119.5 363.1 **KLAIR** GND CON N38° 24.67' 121.9 348.6 (Inbound) W91° 09.61′ ST. LOUIS 121.65 387.05 (Outbound) 117.4 STL <u>∺</u>. 118.925 227.125 (WEST) (SAGME) Chan 121 **GND METER** N38° 18.78′ N38° 51.64′-W90° 28.94′ 127.55 360.2 (EAST) W90° 58.09′ 121.075 346.35 (WEST) ST. LOUIS DEP CON (SAJOY) 1301 128.1 307.05 N38° 11.75′ W90° 33.36′ VICHY 117.7 VIH :::. R-103 (SAGZA) Chan 124 N38° 13.67 **WESCO** N38° 09.24′-W91° 42.41′ W90° 45.13' M31. 13.40, %00 N38° 01.28′ L-16, H-5 (SALHU) N37°35.66′ W91° 01.05′ MYERZ MAPLES N37°11.90' 113.4 MAP W90° 39.85' Chan 81 H-5 N37°35.45′-W91° 47.31 MALDEN L-16 111.2 MAW := Chan 49 N36° 33.31′-W89° 54.68′ L-16, H-6 WALNUT RIDGE LITTLE ROCK 114.5 ARG :=: 113.9 LIT 📴 Chan 92 Chan 86 N36°06.60′-W90°57.22′ N34° 40.66′-W92° 10.83′

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Turbojet departures climb and maintain 5000 feet or assigned altitude. Propeller driven departures climb and maintain 3000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure. LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and

LIT R-013 to LIT VORTAC. MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to

MYERZ INT, then via MAW R-314 to MAW VORTAC. MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to

WESCO INT, then via MAP R-040 to MAP VORTAC. MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to

MYERZ INT. VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR

INT, then via VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

LINDBERGH TWO DEPARTURE (LINDY2.STL) 08325

NOTE: Chart not to scale.

L-16, H-6

TAKEOFF MINIMUMS: All runways standard.
NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.

(OZARK3.STL) 08325



DEPARTURE ROUTE DESCRIPTION

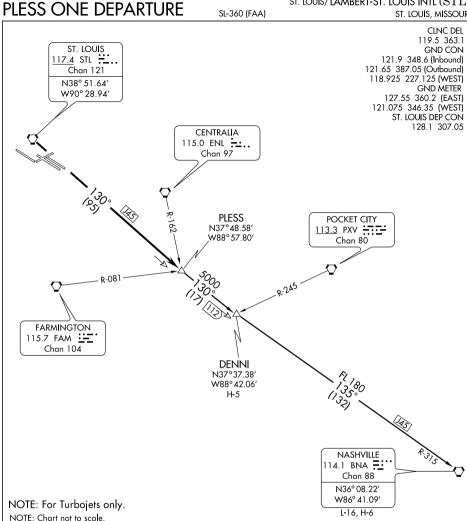
Fly assigned heading for vector to appropriate route. Turbojets: Maintain 5000 feet or higher assigned altitude. All others: Maintain 3000 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281 and HLV R-095 to HLV VORTAC.

MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

OZARK THREE DEPARTURE

NC-3, 23 SEP 2010 to 21 OCT 2010





DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Departures climb and maintain 5000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT via STL R-130 to DENNI INT.

NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT via STL R-130 and BNA R-315 to BNA VORTAC.

PLESS ONE DEPARTURE

(QBALL.QBALL6) 09239 LAMBERT ST-LOUIS INTL QBALL SIX ARRIVAL ST-360 (FAA) ST. LOUIS, MISSOURI ST LOUIS APP CON ST. LOUIS 133.55 338.25 <u>117.4</u> STL <u>∺</u>.. **ATIS** 125.025 379.925 Chan 121 TROY 116.0 TOY = --Chan 107 CHIKN-N38°38.84' W90°21.66' CENTRALIA 115.0 ENL :--.. Chan 97 **ESSAR** N38°21.46′ W90°11.84' **QBALL** N38°07.72′ - W90°04.14′ POCKET CITY TURBOJET VERTICAL NAVIGATION <u>113.3</u> PXV **∷∷** PLANNING INFORMATION Chan 80 Landing Rwys 6/11/12L/12R: Expect N37°55.70′ W87°45.74′ NC-3, 23 SEP 2010 to 21 OCT 2010 clearance to cross at 15000 feet. Landing Rwys 24/29/30R/30L: Expect L-16, H-5 clearance to cross at 11000 feet and 250 Knots. **FATSS** 8000 N37°51.90′ 8000 AWM 257 W89°55.34' 275 (60) (44)MARION 110.4 MWA :=-Chan 41 **BREAK** N37°19.12′ - W89°37.32′ N37°45.26′ - W89°00.70′ SNOKR **FARMINGTON** N37°27.42′ Landing all Rwys: Expect 115.7 FAM :: W89°41.86' clearance to cross at Chan 104 FL270 or below CAPE GIRARDEAU 112.9 CGI 🚍 Chan 76 **SCRCH** N37°13.65′ - W89°34.34′ N37°04.58′ W89°29.06′ **NASHVILLE** 114.1 BNA 🚍 Chan 88 N36° 08.22′ - W86° 41.09′ FL180 007° (134) L-16, H-5 FL180 2770 **VISQA MEMPHIS** (114)N36°17.42′ 117.5 MEM • Chan 122 W89°02.11' N35°00.91′ - W89°58.99′ H-6 L-18, H-6 (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale. ST. LOUIS, MISSOURI QBALL SIX ARRIVAL LAMBERT ST-LOUIS INTL (QBALL.QBALL6) 09239

LAMBERT ST-LOUIS INTL ST. LOUIS, MISSOURI

ST-360 (FAA)

NC-3, 23 SEP 2010 to 21 OCT 2010

ARRIVAL DESCRIPTION

MEMPHIS TRANSITION (MEM.QBALL6): From over MEM VORTAC via MEM R-007 and CGI R-188 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

NASHVILLE TRANSITION (BNA.QBALL6): From over BNA VORTAC via BNA R-277 to VISQA INT, then via CGI R-154 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

POCKET CITY TRANSITION (PXV.QBALL6): From over PXV VORTAC via PXV R-257 and MWA R-076 to MWA VOR/DME, then via MWA R-275 to FATSS INT, then via STL R-155

to QBALL INT. Thence. . . .

VISQA TRANSITION (VISQA.QBALL6): From over VISQA INT via CGI R-154 to CGI

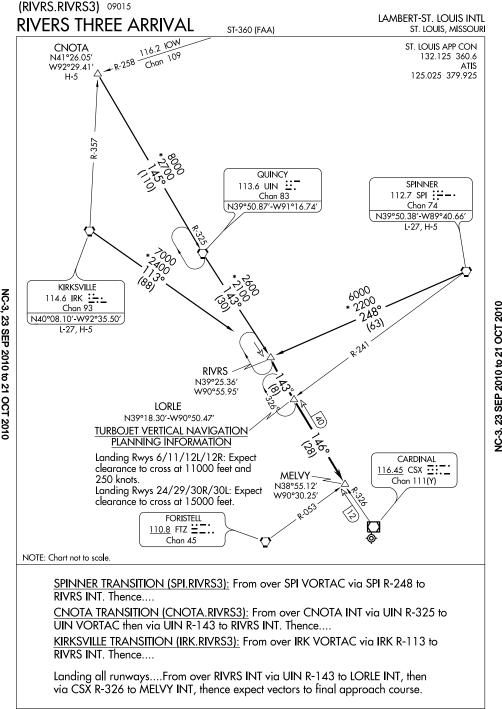
VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

LANDING DAYS 4/11/121/12P: From over OPALLINIT via STI D 155 to CHIVNINIT

....LANDING RWYS 6/11/12L/12R: From over QBALL INT via STL R-155 to CHIKN INT. Expect radar vectors to final approach course.

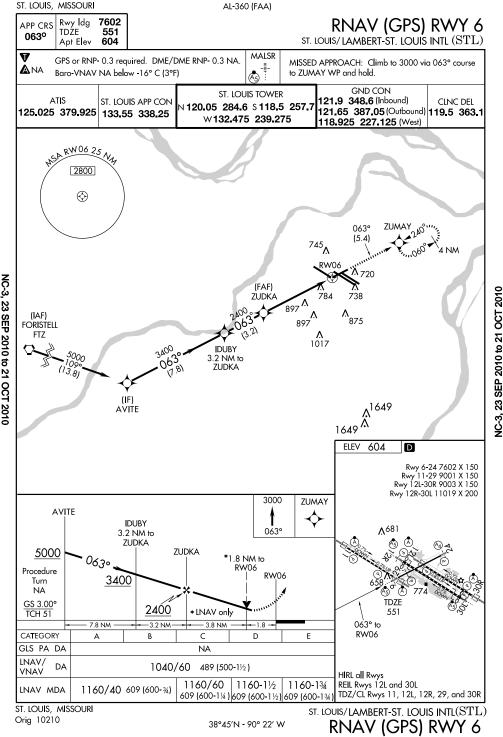
....<u>LANDING RWYS 24/29/30R/30L:</u> From over QBALL INT via STL R-155 to ESSAR INT. Expect radar vectors to final approach course.

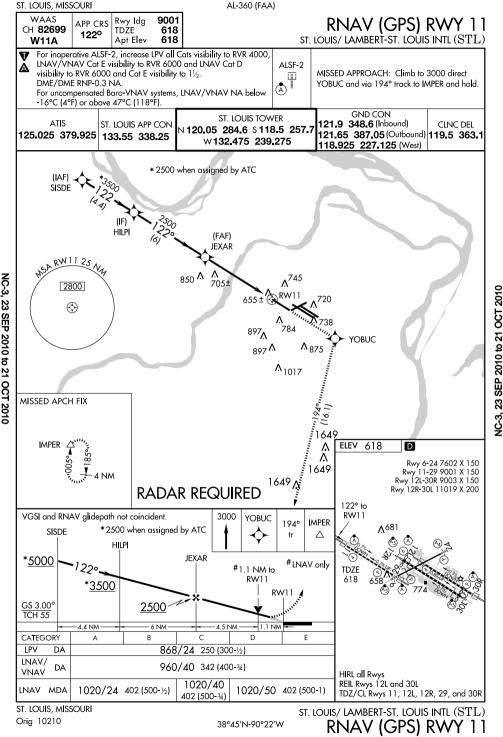
QBALL SIX ARRIVAL

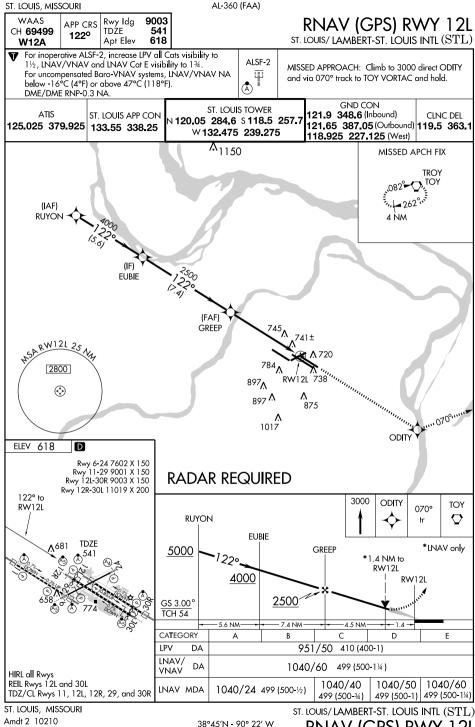


RIVERS THREE ARRIVAL

ST. LOUIS, MISSOURI LAMBERT-ST. LOUIS INTL

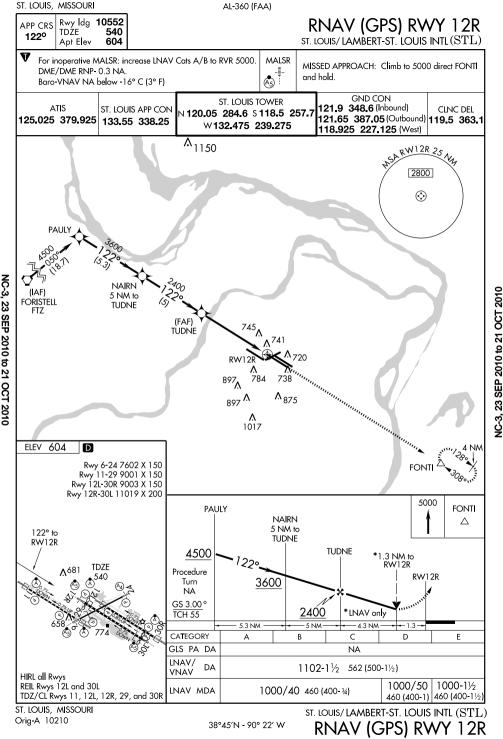


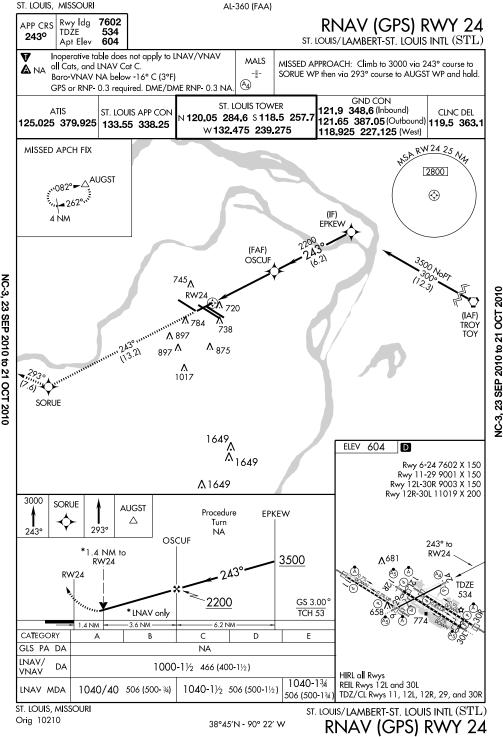


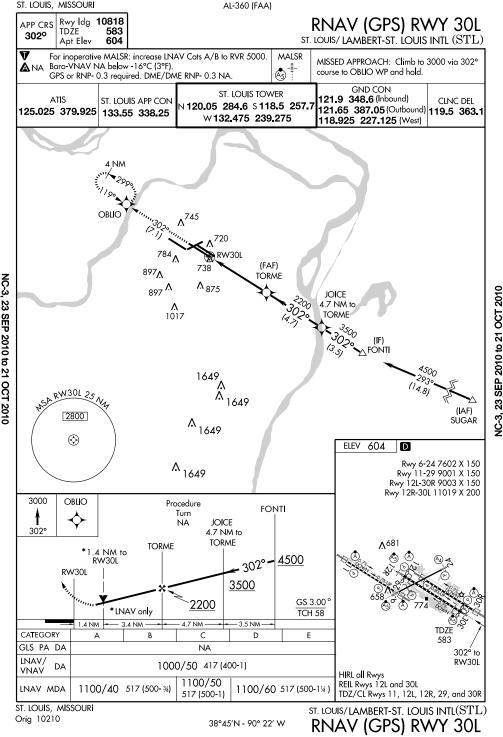


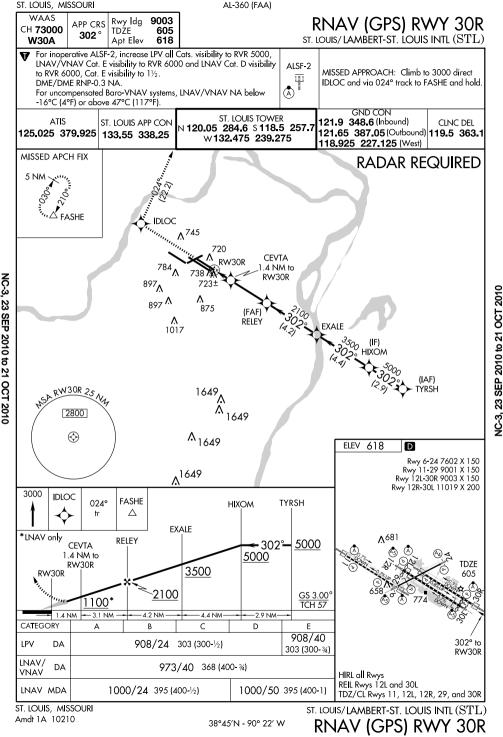
လ ငှဲ

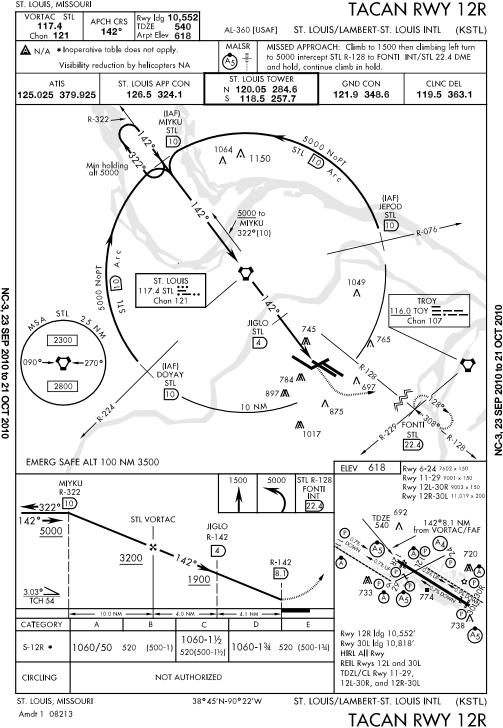
, 23 SEP 2010 to 21 OCT 2010

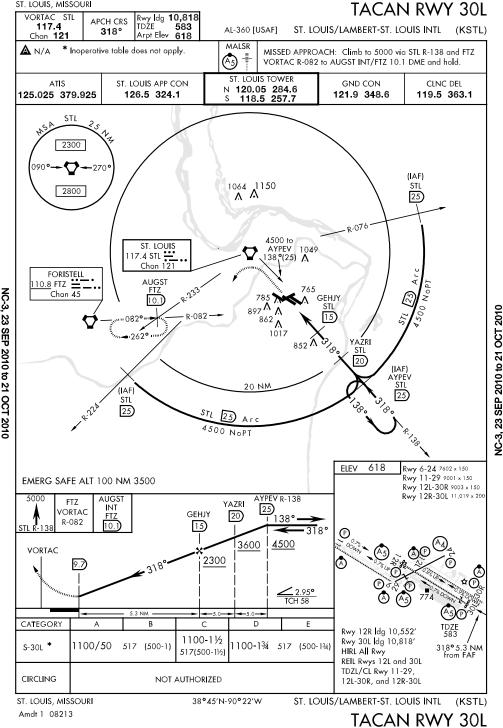


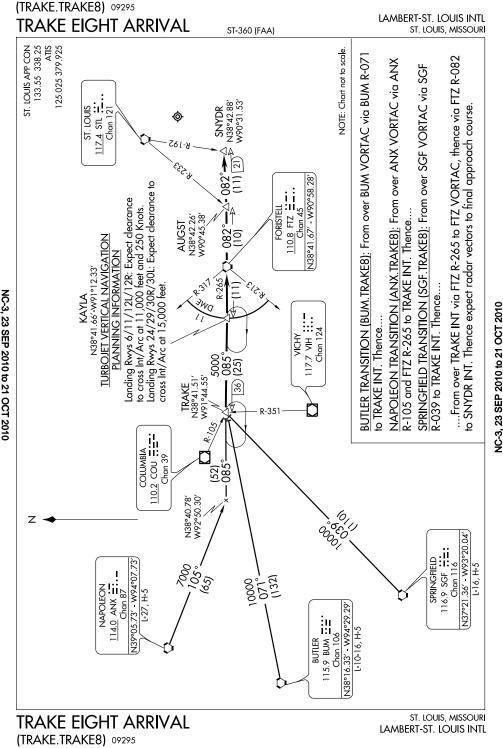












(TURBO6.STL) 10266 ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL) TURBO SIX DEPARTURE SL-360 (FAA) ST. LOUIS, MISSOURI 125.025 379.925 SPINNER 8000 112.7 SPI :: -CLNC DEL *2300 R-252 WOOBI 119.5 363.1 072° Chan 74 N39°37.79′ **GND CON** (25)W89°22.21 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (WEST) **ADDERS FRALE** GND METER CARDINAL OP 117.2 AXC =::-N39°14.55' 127.55 360.2 (EAST) 116.45 CSX Chan 119 W89°48.72 121.075 346.35 (WEST) Chan 111(Y) N39°44.25′-W88°51.38′ ST. LOUIS DEP CON R-283 N38°45.16' L-27, H-5 (DEC Transition) W90°21.65' 119.15 335.5 (All other Transitions) 128.1 307.05 VANDALIA 114.3 VLA **:∷** ... Chan 90 CENTRALIA 115.0 ENL ::.. Chan 97 NC-3, 23 SEP 2010 to 21 OCT 2010 N38°25.20′-W89°09.54′ 6000 *2000 L-27, H-5 **LEEAN** 6000 SAMSVILLE N38°17.96' 2200 (10)W89°55.83' 116.6 SAM 🚉 R-255 0750. VANTS Chan 113 (27) N38°20.00' R-244 W89°42.96 WEDDG N38°03.30' ZEROJ W90°16.70′ N38°12.25' 9000 9000 W89°50.47′ *2100 *2000 091° **SPORT** R-271 091° 91 N38°01.89 (38)THOMP (54)W89°40.78' N37°59.57' 9000 W88°53.34' (MRA) **FARMINGTON** R-262 POCKET CITY **GENTS** 115.7 FAM :--113.3 PXV N37°43.80′ Chan 104 -Chan 80 W89°23.99' CAPE GIRARDEAU N37°40.41' L-16 N37°55.70-W87°45.74′ W90°14.04′ 112.9 CGI 🚍 L-16, H-5 Chan 76 L-16, H-5 MARION 110.4 MWA := Chan 41 TAKEOFF MINIMUMS Rwy 6, 12L, 12R, 24, 29, Standard. Rwy 11, 200-1 or Standard with minimum climb of 407' per NM to 900. Rwy 30L, 200-1 or Standard with minimum climb of 241' per NM to 800. Rwy 30R, 200-1½ or Standard with minimum climb of 322′ per NM to 900. NOTE: For Turboprop/Prop aircraft only. NOTE: RADAR required. (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale. ST. LOUIS, MISSOURI Turbo six departure

(TURBO6.STL) 10266

V

NC-3, 23 SEP 2010 to 21 OCT 2010

TURBO SIX DEPARTURE

0L 000 (1744)

DEPARTURE ROUTE DESCRIPTION

Climb and maintain 3000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

ADDERS TRANSITION (TURBO6.AXC): From over CSX VOR/DME via CSX R-041 to WOOBI INT, then via AXC R-252 to AXC VORTAC.

<u>CENTRALIA TRANSITION (TURBO6.ENL)</u>: From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

FARMINGTON TRANSITION (TURBO6.FAM): From over CSX VOR/DME via CSX R-175 to WEDDG INT, then via FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO6.GENTS): From over CSX VOR/DME via CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO6.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO6.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKEOFF OBSTACLES

Rwy 6: Railroad 578' from DER, 620' left of centerline, 23' AGL/557' MSL.
OL on LDA and Antenna on Building 1038' from DER, 706' right of centerline, 30' AGL/598' MSL.

Rwy 11: Multiple Signs, Trees, Towers, and Buildings beginning 2348' from DER,

205' left of centerline, up to 219' AGL/774' MSL. Multiple Signs, Trees, Towers, and Buildings beginning 2363' from DER, 489' right of centerline, up to 114' AGL/694' MSL.

Rwy 12L: Tree 1331' from DER, 667' right of centerline, 75' AGL/654' MSL.

Rwy 12R: Traffic Signal and Sign beginning 1413' from DER, 702' right of centerline,

up to 17' AGL/672' MSL. Tree 1930' from DER, 372' left of centerline, 67' AGL/636' MSL.

Tree 1930' trom DER, 372' left of centerline, 67' AGL/636' MSL.

Rwy 30L: Multiple Trees, Poles, and Roads beginning 906' from DER, 600' left of centerline,

OL on LOC 614' from DER, on centerline, 9' AGL/558' MSL.

Multiple Trees, Poles, Roads, Terrain, and Buildings beginning 283' from DER,

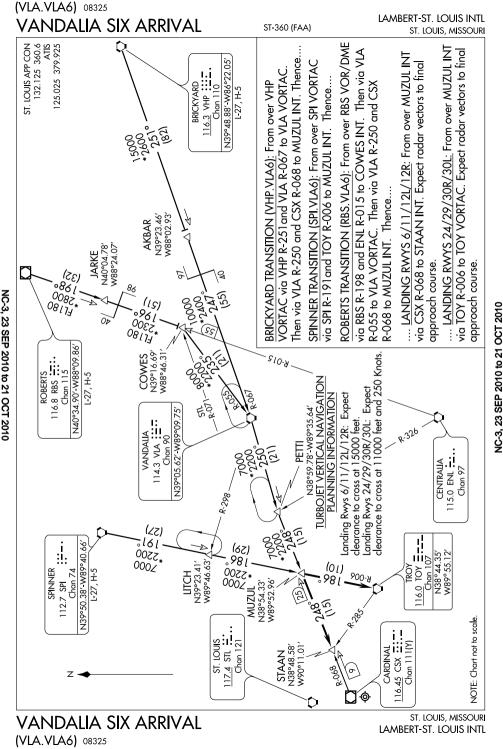
185' right of centerline, up to 65' AGL/684' MSL.

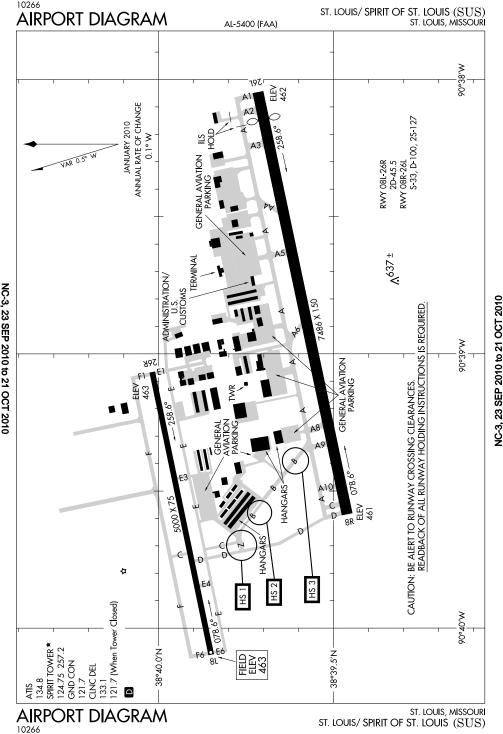
up to 84' AGL/663' MSL.

Rwy 30R: OL on GS 1895' from DER, 899' left of centerline, 28' AGL/587' MSL.

Multiple OL on Buildings, Trees, and Electrical system beginning 2039' from DER, 387' right of centerline, up to 81' AGL/670' MSL.

st. Louis, missouri st. Louis/Lambert-st. Louis Intl (STL)





STILL TS

IAP. AD

C

LRA Class IV, ARFF Index A H-5D, L-27B, A

0000000

SPIRIT OF ST LOUIS (SUS) 17 W UTC-6(-5DT) N38°39.73′ W90°39.12′ FUEL 100LL, JET A OX 2, 4 TPA-See Remarks

463 B S4

NOTAM FILE SUS RWY 08R-26L: H7486X150 (CONC-GRVD) S-33, D-100, 2S-127 HIRL CL

RWY 08R: MALSR, VASI(V4R)-GA 3.0° TCH 56', Rgt tfc.

RWY 26L: MALSR. VASI(V4L)—GA 3.0° TCH 40'. Thid dspicd 481'.

RWY 08L-26R: H5000X75 (ASPH-RFSC) 2D-45.5 RWY 08L: PAPI(P4L)-GA 3.0° TCH 41'.

RWY 26R: VASI(V4L)-GA 3.0° TCH 47'. Pole. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08L: TORA-5000 TODA-5000 ASDA-5000 LDA-5000 RWY 08R: TORA-7485 TODA-7485 ASDA-7245 LDA-7245

RWY 26L: TORA-7485 TODA-7485 ASDA-7485 LDA-7004 RWY 26R: TORA-5000 TODA-5000 ASDA-5000 LDA-5000 AIRPORT REMARKS: Attended continuously, Rwy 08R-26L CLOSED to

touch and go landing. Numerous and intense helicopter ops on arpt. Be alert: noise sensitive areas to the south of arpt. Arpt CLOSED to acft over 100,000 lbs, except acft 100,000-150,000

lbs for PPR 24 hrs call arpt manager 314-568-0584. Rwy 08L-26R and parallel and connecting twy CLOSED to part 121 air

carrier ops. Intersection C CLOSED indef between Twy E and Rwy

08L-26R. PPR 24 hrs for air carrier ops with more than 30 passenger seats, call arpt manager 314-568-0584. Air carrier ops over 9 passenger seats not authorized in excess of 15 min before or after scheduled

arrival/departure times except prior coordination with arpt manager for ARFF 314-568-0584. Twy B between SE and NW entrance to west ramp. Twy B NW Twy A from the distance of 200' to 700' and Twy Z not visible by twr.

echo run-up pad. Rwy 08R touchdown rwy visual range avbl. HIRL Rwy 08R-26L preset on med ints 0600-1200Z±: MIRL Rwy 08L-26R preset on low ints 0600-1200Z± to increase ints after 0600Z± and ACTIVATE MALSR Rwy 08R and Rwy 26L—CTAF. Tfc pattern altitude Rwy 08R-26L for prop 1700(1237) and for iet 2000(1537), Rwy 08L-26R for prop 1300(837) and for jet 2000(1537), Noise Abatement Procedures; For

No engine runs after 0400Z‡ without arpt approval. Hi-power run-ups go as directed by ATC, 0601-1200Z‡ use

UNICOM 122.95

Dep Stage II acft use Rwy 08L-26R 0400-1300Z± except PPR 636-532-2222 Mon-Fri 1400-2300Z±, other times call 314-568-0584/0581 or 314-614-9064. Flight Notification Service (ADCUS) avbl Mon-Fri 2300-1430Z±. Sat and Sun 24 hrs.

WEATHER DATA SOURCES: ASOS (636) 536-3734. LAWRS.

COMMUNICATIONS: CTAF 124.75 ATIS 134.8 (636) 532-3213 RCO 122.2 (ST LOUIS RADIO)

(R) ST LOUIS APP/DEP CON 126.5

degrees both sides.

CLNC DEL 121.7 (0600-1200Z‡)

SPIRIT TOWER 124.75 (1200-0600Z‡) GND CON 121.7 **CLNC DEL** 133.1

AIRSPACE: CLASS D svc 1200-0600Z± other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

FORISTELL (L) VORTACW 110.8 FTZ

Chan 45 N38°41.66′ W90°58.27′ 092° 15.1 NM to fld. 818/5E.

SNOOP NDB (LOM) 326 SU N38°38.36′ W90°46.03′ 074° 5.6 NM to fld. Unmonitored. EAVES NDB (LOM) 227 FZ N38°40.64′ W90°32.85′ 257° 5.0 NM to fld. Unmonitored. LOC unusable byd 25

IIS 111 1 I-SUS Rwv 08R Class IR LOM SNOOP NDB LOM unmonitored

ILS 111.1 I-FZU Rwv 26L Class IA LOM EAVES NDB. LOM unmonitored.

COMM/NAV/WEATHER REMARKS: Frequency 121.5 not aybl at twr. Remote arpt advisory service 124.75 aybl when tower



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.
LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then IIU R-271 to IIU VORTAC.

BLUES TWO DEPARTURE (BLUES2.STL) 07298

ST. LOUIS, MISSOURI

ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)

(CARDS7.STL) 07298 ST. LOUIS/SPIRIT OF ST. LOUIS (SUS) CARDS SEVEN DEPARTURE SL-5400 (FAA) ST. LOUIS, MISSOURI ATIS 134.8 BRADFORD SPIRIT TOWER★ 114.7 BDF 📑 🗀 124.75 257.2 Chan 94 GND CON N41°09.58′-W89°35.27 121.7 CLNC DEL L-27. H-5 133.1 TAKE-OFF MINIMUMS Rwy 8L, 26R: Standard. Rwy 8R: 300-11/2 or standard with minimum climb of 285' per NM to 900'. Rwy 26L: 400-134 or standard with minimum climb of 258' per NM to 900' NOTE: DME and RADAR required. (NOTES CONTINUED ON FOLLOWING PAGE) **NEENS** N40°14.89′ W90°31.90′ NC-3, 23 SEP 2010 to 21 OCT 2010 SPINNER **SKUTR** 8 QUINCY 112.7 SPI ::--• N40°04.10′ R:050 113.6 UIN <u>::</u> . W90°03.66′ Chan 74 Chan 83 N39°50.38′-W89°40.66′ P.300 L-27, H-5 8 12000 *2100 - 355° (52) **LEBOY** N39°26.00' N90°34.38′ MYKEY **SKYPE** N39°23.05' N39°21.64′ W90° 25.92 W90° 13.43 **TEWHY** N39°19.37′ DEECE N39°22.12' W90°00.33′ W90°33.17 ST. LOUIS CARDINAL 117.4 STL ::.. 116.45 CSX ... Chan 121 Chan 111(Y) N38°45.16′-W90°21.65′ (NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale. ST. LOUIS, MISSOURI CARDS SEVEN DEPARTURE ST. LOUIS/SPIRIT OF ST. LOUIS (SUS) (CARDS7.STL) 07298

ST. LOUIS/SPIRIT OF ST.LOUIS (SUS) ST. LOUIS, MISSOURI

CARDS SEVEN DEPARTURE

V

DEPARTURE ROUTE DESCRIPTION

SL-5400 (FAA)

Climb and maintain 2,500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to

SKUTR INT, then via BDF R-198 to BDF VORTAC. LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to

LEBOY INT. NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to

NEENS INT. SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 and

SPI R-207 to SPI VORTAC.

TAKE-OFF OBSTACLE NOTES

NC-3, 23 SEP 2010 to 21 OCT 2010

Rwy 8L: Obstruction light 1214' from DER, 96' right of centerline, 27' AGL/496' MSL.

Rwy 8R: Antenna on bldg 142' from DER, 241' left of centerline, 10' AGL/470' MSL.

Antenna 262' from DER, 557' left of centerline, 26' AGL/487' MSL.

Trees beginning 5372' from DER, 1792' right of centerline, up to 94' AGL/653' MSL.

Rwy 26L: Trees beginning 1356' from DER, across centerline, up to 117' AGL/786' MSL.

CARDS SEVEN DEPARTURE (CARDS7.STL) 05300

(GATWY4.STL) 08325 ST. LOUIS/SPIRIT OF ST. LOUIS (SUS) dur departure SL-5400 (FAA) ST. LOUIS, MISSOURI 133.1 134.8 124.75 257.2 121.7 GND CON SPIRIT TOWER * CLNC DEL N39°55.25′ W84°18.52′ H-10 NOTE: For Turbojet aircraft only. 117.5 ROD ==-CREEP R.750 SOSEWOOD W84°02.59′ N40°17.27′ Chan 122 L-27, H-10 FL 180° -> 6 NOTE: Chart not to scale. 112.0 SHB FL 180 SHELBYVILLE W85°49.46′ N39°37.95′ 075°. (72) Chan 57 116.3 VHP ::: Z BRICKYARD W86°22.05′ N39°48.88′ Chan 110 L 27, H 5 R-085. . 0085 0090 1820 BRICKYARD TRANSITION (GATWY4.VHP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB N39°24.82′ W86°40.29′ ROSEWOOD TRANSITION (GATWY4.ROD): From over TWILA INT via TOY R-076 and BIB R-258 to KELLY BIBLE GROVE TRANSITION (GATWY4.BIB): From over TWILA INT via TOY R-076 and BIB R-258 to CREEP TRANSITION (GATWY4.CREEP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-087 or TERRE HAUTE 115.3 TTH ::... Chan 100 NC-3, 23 SEP 2010 to 21 OCT 2010 over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC. VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes N39°07.05′ W87°46.42′ R-097 IIGSY TRANSITION (GATWY4.JIGSY): From over TWILA INT via TOY R-076 to JIGSY INT. WORKE 109.4 MTO ≡__ 3800 35) 115.0 ENL ::. MATTOON Chan 31 CENTRALIA Chan 97 12-078° R-258 DEPARTURE ROUTE DESCRIPTION 112 109.0 BIB = C N38°50.53′ W89°07.18′ **BIBLE GROVE** N38° 55.22′ W88°28.91′ L 27, H 5 L 27, H 5 JIGSY MAA FL 290 R-090 1.910 3000 N38°47.23′ W89°33.15′ M N38°45.16′-W90°21.65′ 116.45 CSX :::-Chan 111(Y) CARDINAL N38° 51.64′-W90° 28.94′ R-250 to ROD VORTAC N38° 44.35′-W89° 55.12′ 117.4 STL ==... .094° 116.0 TOY =:---Chan 107 44) Chan 121 ST.LOUIS after departure. ROY 38) **BIB VORTAC** LOUIS ST.

PARTURF

ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)

08325

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

| increased risk has been reduced or el | | it spots will remain charted on airport diagrams until such time the |
|---|--------------|--|
| CITY/AIRPORT | HOT SPOT | DESCRIPTION* |
| | | |
| BRANSON, MO | | |
| BRANSON (BBG) | HS 1 | Ramp area exits on to rwy. |
| | HS 2 | Twy turn around at end of rwy. Frequent back taxi operations. |
| CAPE GIRARDEAU, MO | | |
| CAPE GIRARDEAU RGNL (CGI) | HS 1 | Area not visible from the twr. |
| CEDAD DADIDO IA | HS 2 | Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D. |
| CEDAR RAPIDS, IA THE EASTERN IOWA (CID) | HS 1 | Frequent aircraft and vehicle rwy crossings. |
| THE EASTERN IOWA (CID) | HS 2 | Int rwys. |
| | HS 3 | Twy crossing rwy. |
| COLUMBIA, MO | | Thy Globbing Thy. |
| COLUMBIA RGNL (COU) | HS 1 | Confusing twy int. |
| (, , , , , , , , , , , , , , , , , , , | HS 2 | Unusual rwy holding position. |
| | HS 3 | Unusual rwy/rwy holding position. |
| DES MOINES, IA | | |
| DES MOINES INTL (DSM) | HS 1 | From Twy B, turn on Twy D to access all rwys. |
| | HS 2 | Center twy complex and int rwys, use extreme caution. |
| | HS 3 | The apch end of Rwy 05 at Twy P has limited visibility from the twr. |
| | HS 4 | ATCT restricted visibility at Iowa Air National Guard complex. |
| DUBUQUE, IA | | |
| DUBUQUE RGNL (DBQ) | HS 1 | Apch ends of rwys in close proximity. |
| | HS 2 | Rwy 13-31 in close proximity to ramp non-movement area at Twy D. |
| 50DT D0D05 14 | HS 3 | Rwy 13-31 in close proximity to ramp non-movement area at Twy C. |
| FORT DODGE, IA | HS 1 | let on true instance to make |
| FORT DODGE RGNL (FOD) | пот | Int on twy just prior to rwys. |
| FORT LEONARD WOOD, MO | | |
| WAYNESVILLE-ST. ROBERT | | |
| RGNL FORNEY FLD (TBN) | HS 1 | Single twy access to rwy. Frequent back-taxi ops. |
| | | |
| JEFFERSON CITY, MO | | |
| JEFFERSON CITY | | |
| MEMORIAL (JEF) | HS 1 | Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27. |
| | HS 2 | Twy B at Rwy 27 holding position marking. |
| JOPLIN, MO | | |
| JOPLIN RGNL (JLN) | HS 1 | Complex twy/rwy int. |
| | HS 2 | Ramp exit in close proximity to rwy. |
| KANSAS CITY, MO | | |
| CHARLES B. WHEELER | 110.4 | Turn Clint with Durn 00 04 |
| DOWNTOWN (MKC) | HS 1 HS 2 | Twy G int with Rwy 03-21. |
| | HS 3 | Holding short between Rwy 01-19 and Rwy 03-21. Confusing twy int. |
| | 1100 | Contracting tray into |
| | | |

23 SEP 2010 to 21 OCT 2010

CITY/AIRPORT

ST LOUIS, MO

SPRINGFIELD-BRANSON

KANSAS CITY, MO KANSAS CITY INTL (MCI)

(CONTINUED)

HOT SPOTS

HOT SPOT

HS 1

HS 2

HS 2

DESCRIPTION*

Busy vehicle service road crosses Twy G east of Twy B.

Twy E and Twy F int with Rwy 09-27.

| | HS 3 | Twy C and Twy D int with Rwy 01R-19L. |
|--------------------------|------|---------------------------------------|
| | HS 4 | Twy B2 crosses service road. |
| KIRKSVILLE, MO | | |
| KIRKSVILLE RGNL (IRK) | HS 1 | Turf rwy taxi route via Rwy 18-36. |
| | | |
| MASON CITY, IA | | |
| MASON CITY MUNI (MCW) | HS 1 | Twy leads to multiple rwys. |
| | | |
| ST JOSEPH, MO | | |
| ROSECRANS MEMORIAL (STJ) | HS 1 | Ramp in close proximity to rwy. |

Closely located rwys.

HS 3 Back taxi required for full length Rwv 13. ST LOUIS, MO LAMBERT-ST LOUIS INTL (STL) HS₁ Twy D at int with Twy L in close proximity to Rwy 12R-30L. HS 2 Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twv T to Rwv 29 and Twv A to Rwv 06.

HS 3 Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S. ST LOUIS/SPIRIT OF ST LOUIS (SUS) HS₁ Complex twv int. HS₂ Blind spots on movement area.

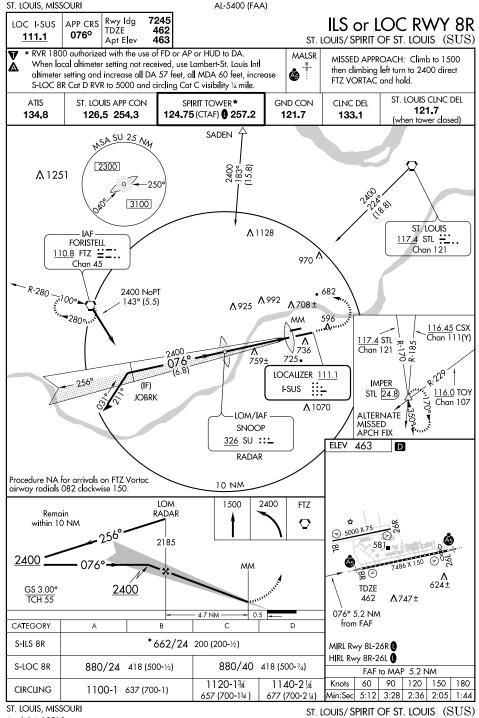
HS 3 Blind spot on movement area. SIOUX CITY, IA SIOUX GATEWAY/ HS₁

COLONEL BUD DAY FIELD (SUX) Twy B intersects with Rwy 31 and Rwy 35 at the apch end HS 2 Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area. SPRINGFIELD, MO

HS₁ NATIONAL (SGF) Twys in close proximity to rwys at unusual angles. HS 2 Ramp exit crosses rwy. HS 3 Twr blind spot on movement area. WATERLOO, IA WATERLOO RGNL (ALO) HS 1 Twy int near rwys.

HS 2 Twy leads to multiple rwys. HS 3 Twy crosses rwy immediately after leaving ramp. HS 4 Twy crosses to ANG Hangar and rwy.

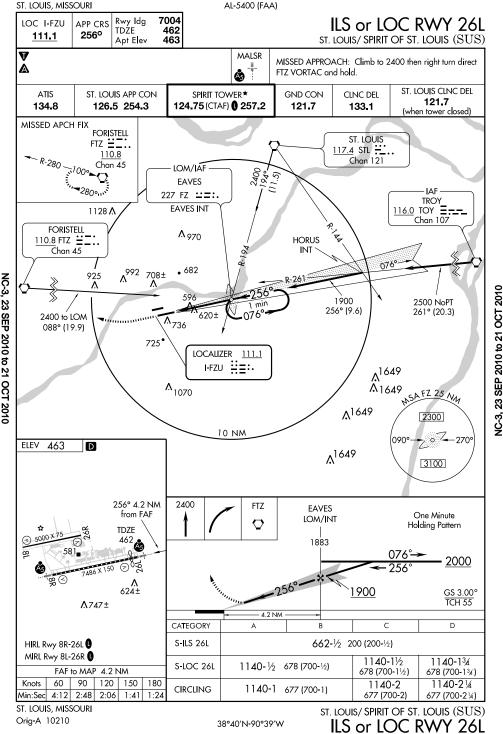
*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information. 10266

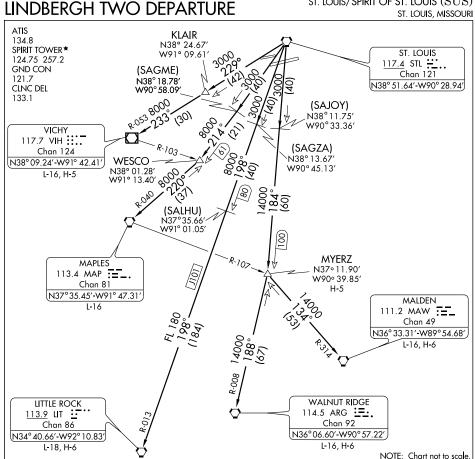


Amdt 14 10210

NC-3, 23 SEP 2010 to 21 OCT 2010

ILS or LOC RW





V DEPARTURE ROUTE DESCRIPTION

to MYERZ INT, then via ARG R-008 to ARG VORTAC.

Fly assigned heading for vector to appropriate route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

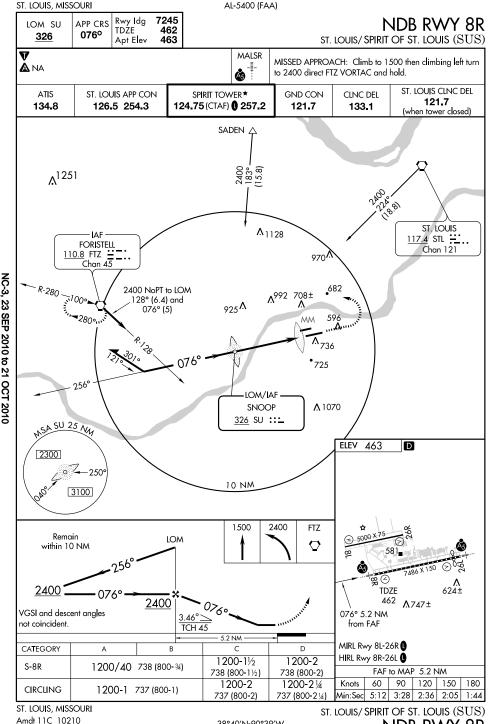
MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAP VORTAC.

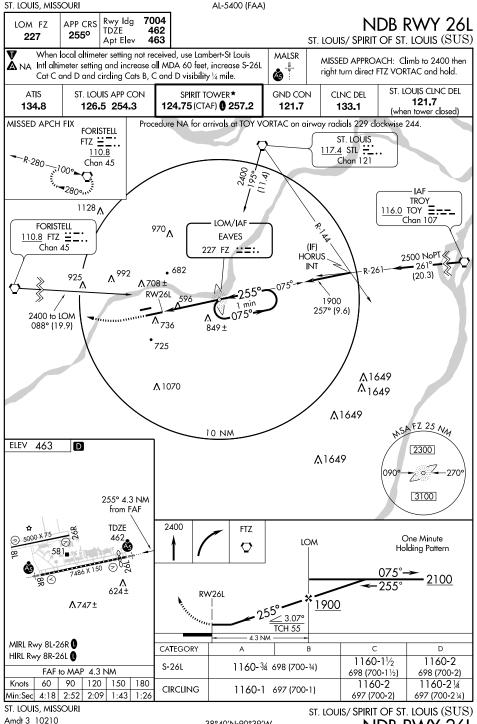
MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME. WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184

LINDBERGH TWO DEPARTURE

(LINDY2.STL) 08325





NDB RWY 261

(OZARK3.STL) 08325 SL-5400 (FAA) ST. LOUIS/SPIRIT OF ST. LOUIS (SUS) Ozark Three Departure ST. LOUIS, MISSOURI ATIS 134.8 SPIRIT TOWER★ 124.75 257.2 GND CON 121.7 MACON CLNC DEL 112.9 MCM <u>=</u>:--• 133.1 Chan 76 P.110 N39°39.24′-W92°28.93′ **SCHMD** ST. LOUIS N39°05.96' <u>117.4</u> STL <u>∺</u>.. W91°04.21′ Chan 121 N38° 51.64′-W90° 28.94′ NC-3, 23 SEP 2010 to 21 OCT 2010 NC-3, 23 SEP 2010 to 21 OCT 2010 V4 8000 R-095 * 250n (46)281° CABIT (32)N38°58.00′ W91°09.13′ HALLSVILLE 114.2 HLV ∷∴ Chan 89 N39°06.81′-W92°07.69′ L-27 TAKEOFF MINIMUMS: All runways standard. NOTE: DME and RADAR REQUIRED NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Maintain 2500 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281

MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

OZARK THREE DEPARTURE

and HLV R-095 to HLV VORTAC.

ST. LOUIS, MISSOURI

OZARK TITKLE DEFAKTORE ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)
(OZARK3.STL) 08325

(PLESS1.STL) 08325 ST. LOUIS/SPIRIT OF ST. LOUIS (SUS) PLESS ONE DEPARTURE ST. LOUIS, MISSOURI SL-5400 (FAA) ATIS 134.8 ST. LOUIS SPIRIT TOWER★ 117.4 STL 🚻. 124.75 257.2 GND CON Chan 121 121.7 N38° 51.64' CLNC DEL W90° 28.94′ 133.1 CENTRALIA 115.0 ENL :-:.. Chan 97 **PLESS** POCKET CITY N37°48.58' 113.3 PXV :::: W88° 57.80′ Chan 80 R-081 R-245 **FARMINGTON** 115.7 FAM :== Chan 104 DENNI N37°37.38′ W88°42.06' H-5



NOTE: For Turbojets only.

NC-3, 23 SEP 2010 to 21 OCT 2010

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

<u>DENNI TRANSITION (PLESS1.DENNI):</u> From over PLESS INT, via STL R-130 to DENNI INT.

NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT, via STL R-130 and BNA R-315 to BNA VORTAC.

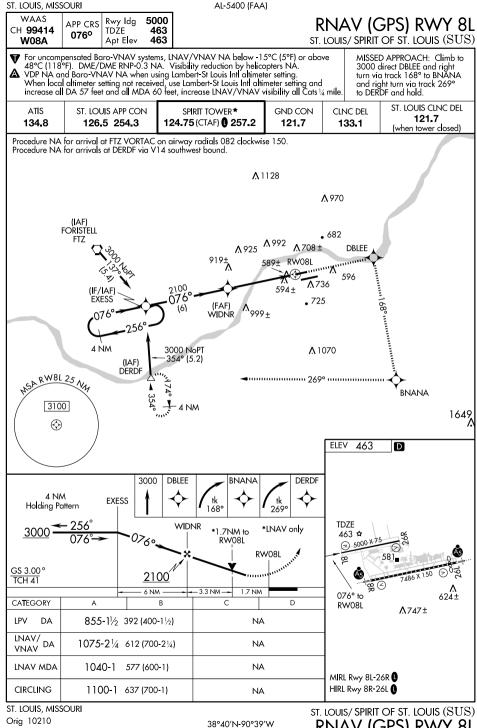
PLESS ONE DEPARTURE

(PLESS1.STL) 08325

NC-3, 23 SEP 2010 to 21 OCT 2010

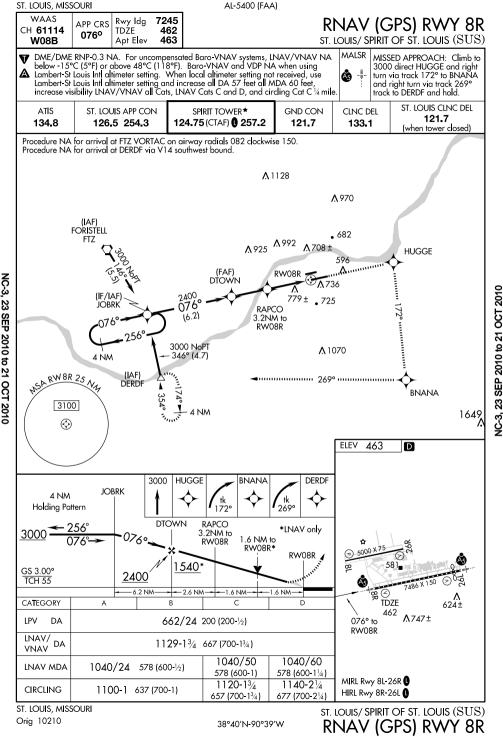
NASHVILLE 114.1 BNA :: Chan 88 N36° 08.22' W86° 41.09'

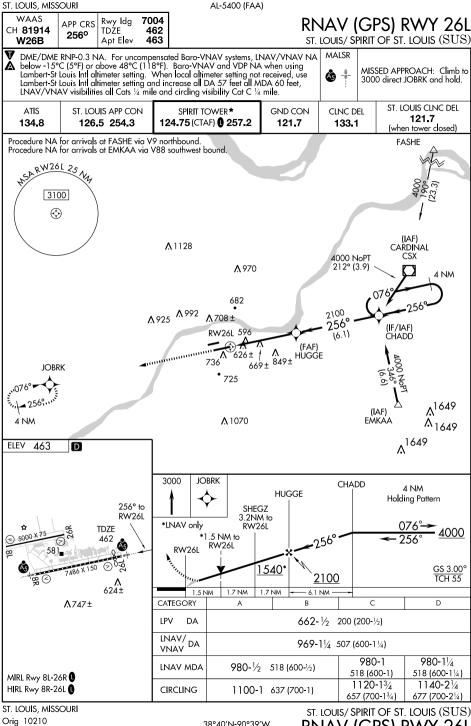
L-16, H-6



23 SEP 2010 to 21 OCT 2010

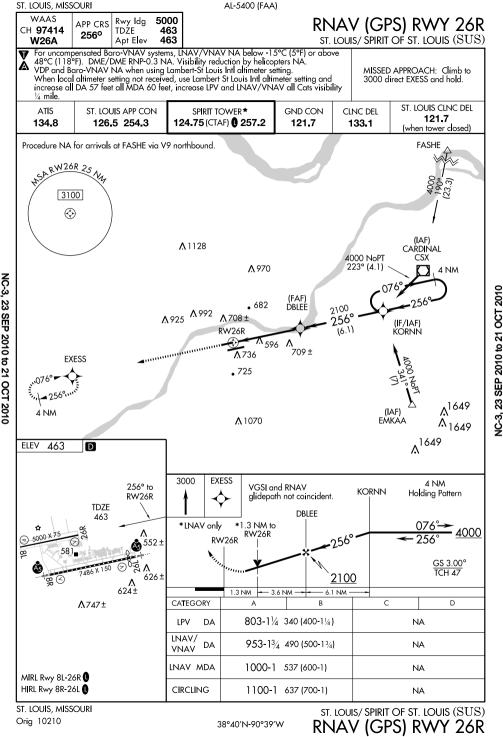
RNAV (GPS) RWY 8L





NC-3, 23 SEP 2010 to 21 OCT 2010

RNAV (GPS) RWY 26L



NOTE: Chart not to scale. TURBO SIX DEPARTURE

NOTE: RADAR required.

(TURBO6.STL) 10266

NOTE: For Turboprop/Prop aircraft only.

Rwy 8R, 200-1¼ or standard with minimum climb of 238' per NM to 700. Rwy 26L, 200-2 or standard with minimum climb of 231' per NM to 900.

NC-3, 23 SEP 2010 to 21 OCT 2010

(NARRATIVE ON FOLLOWING PAGE)

TURBO SIX DEPARTURE

ST. LOUIS, MISSOURI

DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

ADDERS TRANSITION (TURBO6.AXC): From over CSX VOR/DME via CSX R-041 to WOOBI INT, then via AXC R-252 to AXC VORTAC.

CENTRALIA TRANSITION (TURBO6.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

FARMINGTON TRANSITION (TURBO6.FAM): From over CSX VOR/DME via CSX R-175

to WEDDG INT, then via FAM R-354 to FAM VORTAC. GENTS TRANSITION (TURBO6.GENTS): From over CSX VOR/DME via CSX R-143 to

GENTS INT.

POCKET CITY TRANSITION (TURBO6.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO6.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKEOFF OBSTACLES

NC-3, 23 SEP 2010 to 21 OCT 2010

Rwy 8L: Multiple Trees beginning 1245' from DER, 52' left of centerline, up to 74' AGL/533' MSL. Multiple Trees and Fence beginning 46' from DER, 72' right of center, up to 57'

AGL/516' MSL. Rwy 8R: Railroad and Antenna on bldg beginning 142' from DER, 18' left of centerline, up to 33' AGL/

Rwy 26L: Tree 2239' from DER, 509' right of centerline, up to 62' AGL/521' MSL.

Rwy 26R: Multiple Trees beginning 1898' from DER, 18' left of centerline, up to 130' AGL/589' MSL. Multiple Trees beginning 32' from DER, 41' right of centerline, up to 142' AGL/601' MSL.

STOCKTON

STOCKTON LAKE SPB (2M5) 1E UTC-6(-5DT) N37°39.00′ W93°45.51′

SEAPLANE REMARKS: Unattended, Seaplanes may not be opr at Stockton Lake SPB sunset-sunrise. Waterway ALL WAY trees and high ground all quadrants. Debris on and invof lake during flooding. No buoys showing Idg area, Call

STOCKTON MUNI

NOTAM FILE COLL

WATERWAY ALL WAY: 15000X2000 (WATER)

for ice conditions in winter months. COMMUNICATIONS: CTAF 122 9

Not insp

3 SW UTC-6(-5DT) N37°39.62' W93°49.01'

SULLIVAN RGNL (UUV) 1N UTC-6(-5DT) N38°14.01' W91°09.86'

COMMUNICATIONS: CTAF/UNICOM 122.7 KANSAS CITY CENTER APP/DEP CON 128.35

(MO3) 1042 B FUEL 100LL NOTAM FILE COU RWY 01-19: H3060X50 (ASPH) LIRL (NSTD) RWY 01. Trees

RWY 19. Trees

AIRPORT REMARKS: Unattended. For fuel call number posted on pumps. Wildlife on and invof arpt. Insufficient rwy safety area at Rwy 01 end. Large dropoff with rocks and debris and incorrect grade. Rwy

01-19 cracks with vegetation length of rwy. Rwy 01-19 NSTD LIRL, Igts on sides of rwy located 18-30' from pavement. Thid Igts spaced incorrectly. COMMUNICATIONS: CTAF 122.9

(R) SPRINGFIELD APP/DEP CON 124.95 RADIO AIDS TO NAVIGATION: NOTAM FILE SGF. SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36' W93°20.04' 304° 29.4 NM to fld. 1240/4E. HIWAS.

€3 a €3 €3 ß €3 €3 ß a 13 **C3** C3

KANSAS CITY

KANSAS CITY

KANSAS CITY

L-16G

IAP

I-16F

IAP

RWY 06-24: H4500X75 (CONC) S-12.5 MIRL RWY 06: PAPI(P2L)-GA 4.0° TCH 28'. Tree. RWY 24: PAPI(P2L)-GA 3.0° TCH 24'. Tree. Rgt tfc.

AIRPORT REMARKS: Attended 1300-2200Z±. After hours call 573-467-1791. Parachute Jumping on and invof arpt. Rwy 06-24 restricted to acft 12,500 lbs maximum gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager. Ultralights on and invof arpt. Deer on and invof arpt. MIRL Rwy 06-24 preset on low ints, to increase ints ACTIVATE—CTAF. PAPI on 24 hrs.

WEATHER DATA SOURCES: AWOS-3 119.375 (573) 860-2596.

933 B S4 FUEL 100LL, JET A NOTAM FILE STL

RADIO AIDS TO NAVIGATION: NOTAM FILE VIH. VICHY (L) VOR/DME 117.7 VIH Chan 124 N38°09.25'

Unmonitored 2300-1300Z‡. NOTAM FILE STL.

W91°42.41' 073° 26.1 NM to fld. 1110/6E. NDB (MHW) 356 UUV N38°14.13' W91°09.84' at fld.

SUNSHINE N38°02.44′ W92°36.15′ NOTAM FILE COU.

(L) VORW/DME 108.4 SHY Chan 21 032° 4.2 NM to Lee C Fine Mem. 910/5E. RCO 122.15 (COLUMBIA RADIO)

C3 ß C3 Parachu €3 Œ Ø

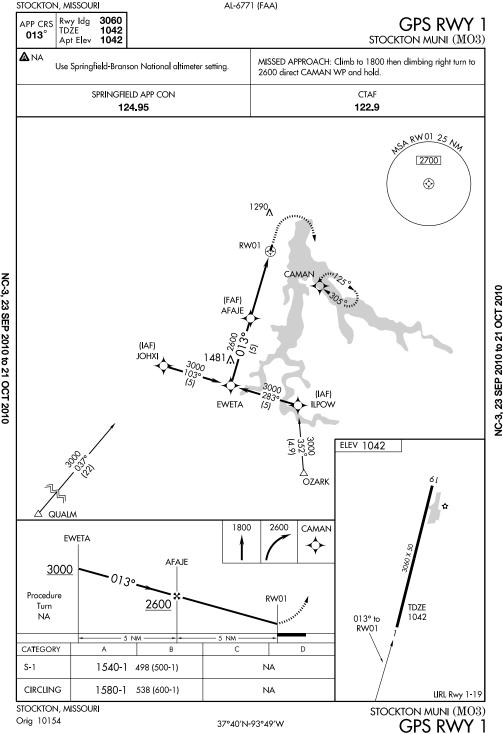
TAN TAR A RESORT SPB (See OSAGE BEACH)

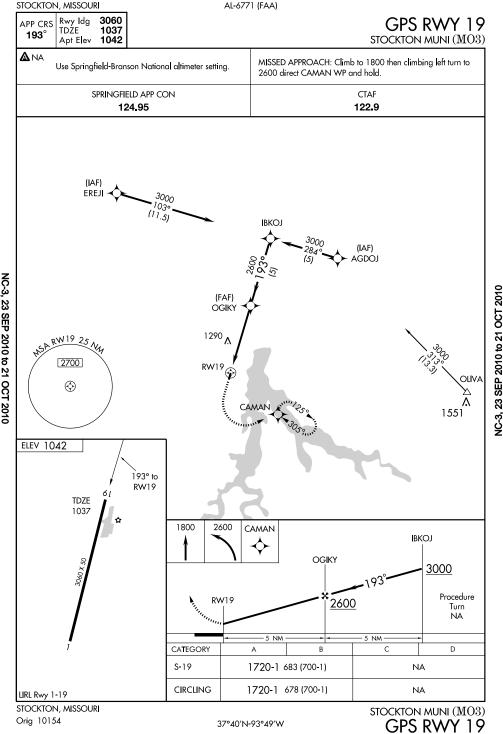
KANSAS CITY

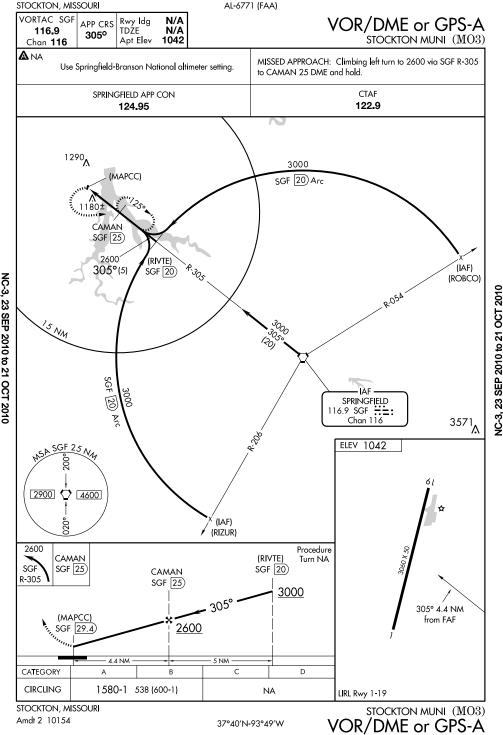
KANSAS CITY

L-16G

TARIO N39°40.55′ W94°54.42′ NOTAM FILE STJ. NDB (LOM) 260 ST 355° 5.8 NM to Rosecrans Mem.







STOCKTON

STOCKTON LAKE SPB (2M5) 1E UTC-6(-5DT) N37°39.00′ W93°45.51′

SEAPLANE REMARKS: Unattended, Seaplanes may not be opr at Stockton Lake SPB sunset-sunrise. Waterway ALL WAY trees and high ground all quadrants. Debris on and invof lake during flooding. No buoys showing Idg area, Call

STOCKTON MUNI

NOTAM FILE COLL

WATERWAY ALL WAY: 15000X2000 (WATER)

for ice conditions in winter months. COMMUNICATIONS: CTAF 122 9

Not insp

3 SW UTC-6(-5DT) N37°39.62' W93°49.01'

SULLIVAN RGNL (UUV) 1N UTC-6(-5DT) N38°14.01' W91°09.86'

COMMUNICATIONS: CTAF/UNICOM 122.7 KANSAS CITY CENTER APP/DEP CON 128.35

(MO3) 1042 B FUEL 100LL NOTAM FILE COU RWY 01-19: H3060X50 (ASPH) LIRL (NSTD) RWY 01. Trees

RWY 19. Trees

AIRPORT REMARKS: Unattended. For fuel call number posted on pumps. Wildlife on and invof arpt. Insufficient rwy safety area at Rwy 01 end. Large dropoff with rocks and debris and incorrect grade. Rwy

01-19 cracks with vegetation length of rwy. Rwy 01-19 NSTD LIRL, Igts on sides of rwy located 18-30' from pavement. Thid Igts spaced incorrectly. COMMUNICATIONS: CTAF 122.9

(R) SPRINGFIELD APP/DEP CON 124.95 RADIO AIDS TO NAVIGATION: NOTAM FILE SGF. SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36' W93°20.04' 304° 29.4 NM to fld. 1240/4E. HIWAS.

€3 a €3 €3 ß €3 €3 ß a 13 **C3** C3

KANSAS CITY

KANSAS CITY

KANSAS CITY

L-16G

IAP

I-16F

IAP

RWY 06-24: H4500X75 (CONC) S-12.5 MIRL RWY 06: PAPI(P2L)-GA 4.0° TCH 28'. Tree. RWY 24: PAPI(P2L)-GA 3.0° TCH 24'. Tree. Rgt tfc.

AIRPORT REMARKS: Attended 1300-2200Z±. After hours call 573-467-1791. Parachute Jumping on and invof arpt. Rwy 06-24 restricted to acft 12,500 lbs maximum gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager. Ultralights on and invof arpt. Deer on and invof arpt. MIRL Rwy 06-24 preset on low ints, to increase ints ACTIVATE—CTAF. PAPI on 24 hrs.

WEATHER DATA SOURCES: AWOS-3 119.375 (573) 860-2596.

933 B S4 FUEL 100LL, JET A NOTAM FILE STL

RADIO AIDS TO NAVIGATION: NOTAM FILE VIH. VICHY (L) VOR/DME 117.7 VIH Chan 124 N38°09.25'

Unmonitored 2300-1300Z‡. NOTAM FILE STL.

W91°42.41' 073° 26.1 NM to fld. 1110/6E. NDB (MHW) 356 UUV N38°14.13' W91°09.84' at fld.

SUNSHINE N38°02.44′ W92°36.15′ NOTAM FILE COU.

(L) VORW/DME 108.4 SHY Chan 21 032° 4.2 NM to Lee C Fine Mem. 910/5E. RCO 122.15 (COLUMBIA RADIO)

C3 ß C3 Parachu €3 Œ Ø

TAN TAR A RESORT SPB (See OSAGE BEACH)

KANSAS CITY

KANSAS CITY

L-16G

TARIO N39°40.55′ W94°54.42′ NOTAM FILE STJ. NDB (LOM) 260 ST 355° 5.8 NM to Rosecrans Mem. NDB UUV
APP CRS
246°
Rwy Idg 4499
TDZE 927
Apt Elev 933

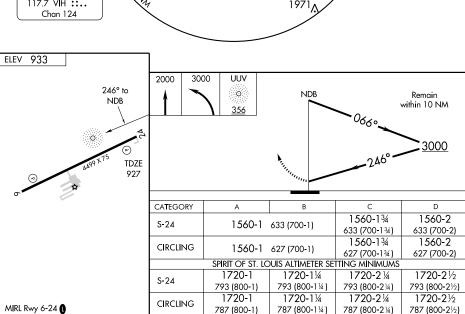
Obtain local altimeter on CTAF. When not received

MISSED APPROACH: Climb to 2000 then climbing left turn to

SULLIVAN RGNL (UUV)

NC-3, 23 SEP 2010 to 21 OCT 2010

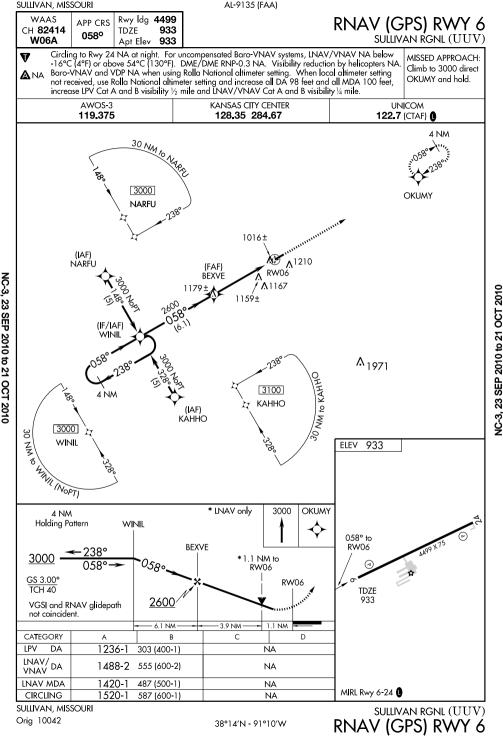
use Spirit of St. Louis altimeter setting. 3000 direct UUV NDB and hold. 🛕 NA KANSAS CITY CENTER AWOS-3 UNICOM 119.375 128.35 284.67 122.7 (CTAF) (NSA UUV 25 NA 3100 0 STEER IAF SULLIVAN 356 UUV ::= ۸₁₂₁₀ 3000 073° ∧_{1167±} (26.1) 3000 <u>√</u> DELMA (13_{.3)} VICHY 117.7 VIH ::.. 1971 Chan 124

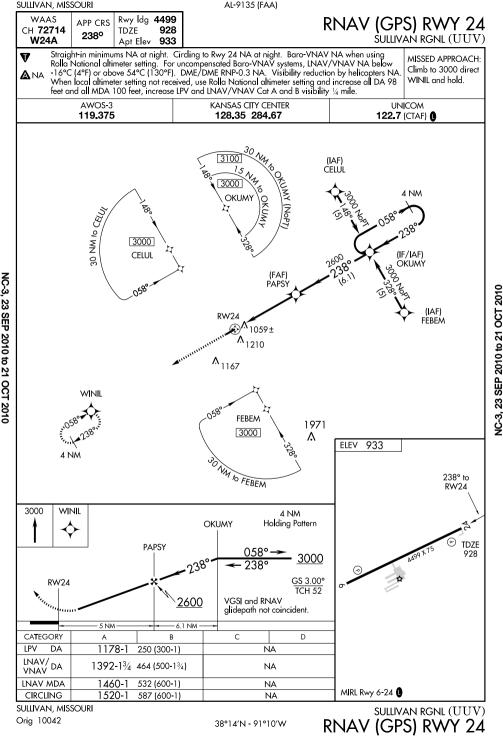


SULLIVAN, MISSOURI Orig-A 11FEB10

NC-3, 23 SEP 2010 to 21 OCT 2010

SULLIVAN RGNL (UUV)
NDB RWY 24





MISSOURI TARKIN

S-3

317° 35.5 NM to fld. 1160/8E.

306° 38.8 NM to fld. 260/4E.

43

८ ८ ८ ८

UTC-6(-5DT) N40°26.76′ W95°22.04′

N36°06.60′ W90°57.22′

AIRPORT REMARKS: Attended Apr-Oct Mon-Fri 1400-2300Z‡, Sat 1400-1800Z‡, Nov-Mar irregularly. Wildlife on and invof arpt. Crop dusting acft on and invof arpt. Dike, fence and p-line N. Rotating bcn OTS indef. To increase ints

245

OMAHA

L-10J

KANSAS CITY

L-16G

NMAHA

L-27A

OMAHA

IAP

IAP

ST JOSEPH (H) VORTAC 115.5 STJ Chan 102 N39°57.64′ W94°55.51′ 2 W UTC-6(-5DT) N36°31.34′ W91°34.32′

MIRL

RWY 36: Trees.

LIRL (NSTD) RWY 27: Thid dspicd 155'. Trees. Rgt tfc.

RWY 09-27: H4200X49 (ASPH) RWY 09: Trees. AIRPORT REMARKS: Unattended. Wild animals on rwy at early and late hours. Rwy 09-27 width variance 49-50'. NSTD rwy safety areas byd Rwy 09 end, incorrect terrain gradients and brush. Rotating bcn out of svc indefinitely. Rwy 09-27 NSTD LIRL, rwy edge and thid lgts placed 15' off edges of pavement. Rwy 27 dspicd thid lgts NSTD

(42M)

790 B NOTAM FILE COU

GOULD PETERSON MUNI (K57) 1 E

913 B S2 NOTAM FILE COU

RWY 18: Thid dspicd 330', Road.

and ACTIVATE MIRL Rwv 18-36-CTAF.

MINNEAPOLIS CENTER APP/DEP CON 119.6 RADIO AIDS TO NAVIGATION: NOTAM FILE STJ.

RWY 18-36: H3564X60 (CONC)

COMMUNICATIONS: CTAF 122.9

THAYER MEM

located 10' W of dsplcd thld bar, first 160' of dsplcd thld unlighted at ngt. For LIRL Rwy 09-27 key 122.9 5

times. COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ARG. WALNUT RIDGE (H) VORTAC 114.5 ARG HIWAS.

Chan 92 TRENTON MUNI (TRX) 1 E

UTC-6(-5DT) N40°05.01' W93°35.44' FUEL 100LL NOTAM FILE COU

RWY 18-36: H4307X75 (ASPH) RWY 18: REIL. PAPI(P4L)-GA 3.0° TCH 30'. Thid dspicd 400'. Road RWY 36: REIL. PAPI(P4L)-GA 3.0° TCH 30'. Pole.

€3 €3 AIRPORT REMARKS: Attended Mon-Fri 1330-2230Z‡, 24 hr fuel avbl. contact arpt manager 660-359-5154; after hrs contact Fire Dept 660-359-5552. Be alert for birds and wildlife on and invof arpt. MIRL Rwv 18-36 and PAPI Rwv 18 and Rwv 36 opr dusk-0330Z±. €3 €3 after 0330Z‡ to dusk ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36, REIL Rwy 18 and Rwy 36-CTAF. To increase ints and ACTIVATE REIL Rwv 18 and Rwv 36-CTAF. 03 03 03 Œ COMMUNICATIONS: CTAF/UNICOM 122.8 C3 C3 RADIO AIDS TO NAVIGATION: NOTAM FILE FOD. (3 LAMONI (H) VORTAC 116.7 LMN Chan 114 N40°35.81' O C3 W93°58 06' 144° 35.3 NM to fld. 1140/7E. HIWAS. TRX N40°04.82′ W93°35.58′ NDB (MHW) 400 at fld. 'n NOTAM FILE COLL

TRIPLE R (See DEARBORN)

TWIN CITY AIRPARK (See MARBLE HILL)

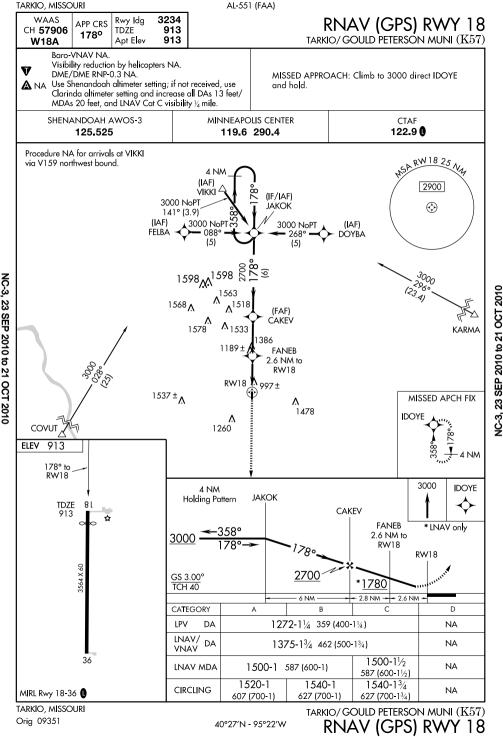
UNIONVILLE MUNI (K43)

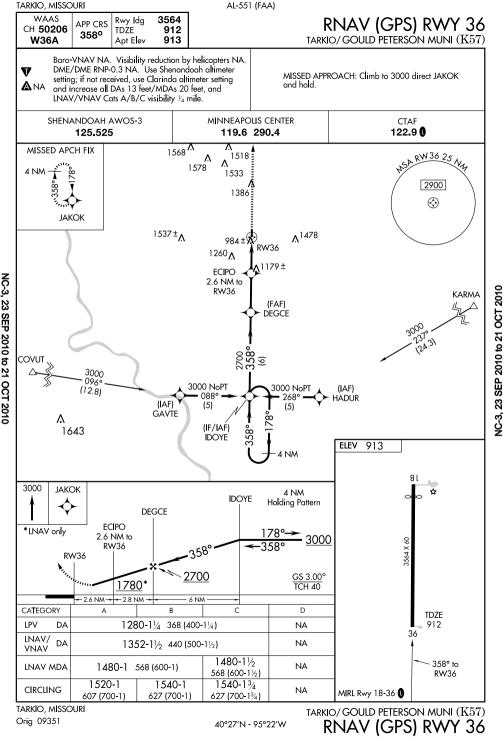
В NOTAM FILE COU

COMMUNICATIONS: CTAF 122 9

3 N UTC-6(-5DT) N40°32.41′ W93°01.53′ RWY 17-35: H2805X49 (ASPH-AFSC)

RWY 17: Ground. RWY 35: Trees. Rgt tfc. AIRPORT REMARKS: Unattended. Rwy 17-35 width variance 49-50'. Rwy 17-35 large cracks across entire length of rwy. Rotating bcn OTS indef. ACTIVATE LIRL Rwy 17-35 and rotating bcn—CTAF, 3 clicks on and 2 clicks off.





S-3

MIRL

RWY 36: Trees.

245

317° 35.5 NM to fld. 1160/8E.

306° 38.8 NM to fld. 260/4E.

43

€3

€3 €3

(3

O C3

'n

03 03 03 Œ

OMAHA

L-10J

KANSAS CITY

L-16G

NMAHA

L-27A

OMAHA

IAP

IAP

RWY 09: Trees.

GOULD PETERSON MUNI (K57) 1 E

913 B S2 NOTAM FILE COU

RWY 18: Thid dspicd 330', Road.

and ACTIVATE MIRL Rwv 18-36-CTAF.

MINNEAPOLIS CENTER APP/DEP CON 119.6 RADIO AIDS TO NAVIGATION: NOTAM FILE STJ.

RWY 18-36: H3564X60 (CONC)

COMMUNICATIONS: CTAF 122.9

THAYER MEM

(42M) 2 W UTC-6(-5DT) N36°31.34′ W91°34.32′ 790 B NOTAM FILE COU

ST JOSEPH (H) VORTAC 115.5 STJ Chan 102 N39°57.64′ W94°55.51′

LIRL (NSTD)

UTC-6(-5DT) N40°26.76′ W95°22.04′

N36°06.60′ W90°57.22′

AIRPORT REMARKS: Attended Apr-Oct Mon-Fri 1400-2300Z‡, Sat 1400-1800Z‡, Nov-Mar irregularly. Wildlife on and invof arpt. Crop dusting acft on and invof arpt. Dike, fence and p-line N. Rotating bcn OTS indef. To increase ints

RWY 09-27: H4200X49 (ASPH) RWY 27: Thid dspicd 155'. Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Wild animals on rwy at early and late hours. Rwy 09-27 width variance 49-50'. NSTD rwy safety areas byd Rwy 09 end, incorrect terrain gradients and brush. Rotating bcn out of svc indefinitely. Rwy 09-27 NSTD LIRL, rwy edge and thid lgts placed 15' off edges of pavement. Rwy 27 dspicd thid lgts NSTD

located 10' W of dsplcd thld bar, first 160' of dsplcd thld unlighted at ngt. For LIRL Rwy 09-27 key 122.9 5 times.

COMMUNICATIONS: CTAF 122.9 RADIO AIDS TO NAVIGATION: NOTAM FILE ARG.

WALNUT RIDGE (H) VORTAC 114.5 ARG HIWAS.

Chan 92

TRENTON MUNI (TRX) 1 E UTC-6(-5DT) N40°05.01' W93°35.44' FUEL 100LL NOTAM FILE COU RWY 18-36: H4307X75 (ASPH)

RWY 18: REIL. PAPI(P4L)-GA 3.0° TCH 30'. Thid dspicd 400'.

Road RWY 36: REIL. PAPI(P4L)-GA 3.0° TCH 30'. Pole. AIRPORT REMARKS: Attended Mon-Fri 1330-2230Z‡, 24 hr fuel avbl. contact arpt manager 660-359-5154; after hrs contact Fire Dept 660-359-5552. Be alert for birds and wildlife on and invof arpt. MIRL Rwv 18-36 and PAPI Rwv 18 and Rwv 36 opr dusk-0330Z±. after 0330Z‡ to dusk ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18

and Rwy 36, REIL Rwy 18 and Rwy 36-CTAF. To increase ints and

RWY 35: Trees. Rgt tfc.

COMMUNICATIONS: CTAF/UNICOM 122.8 RADIO AIDS TO NAVIGATION: NOTAM FILE FOD. LAMONI (H) VORTAC 116.7 LMN Chan 114 N40°35.81' W93°58 06' 144° 35.3 NM to fld. 1140/7E. HIWAS. TRX N40°04.82′ W93°35.58′ NDB (MHW) 400 at fld.

ACTIVATE REIL Rwv 18 and Rwv 36-CTAF.

TRIPLE R (See DEARBORN)

NOTAM FILE COLL

RWY 17: Ground.

COMMUNICATIONS: CTAF 122 9

TWIN CITY AIRPARK (See MARBLE HILL)

UNIONVILLE MUNI (K43)

В NOTAM FILE COU

RWY 17-35: H2805X49 (ASPH-AFSC)

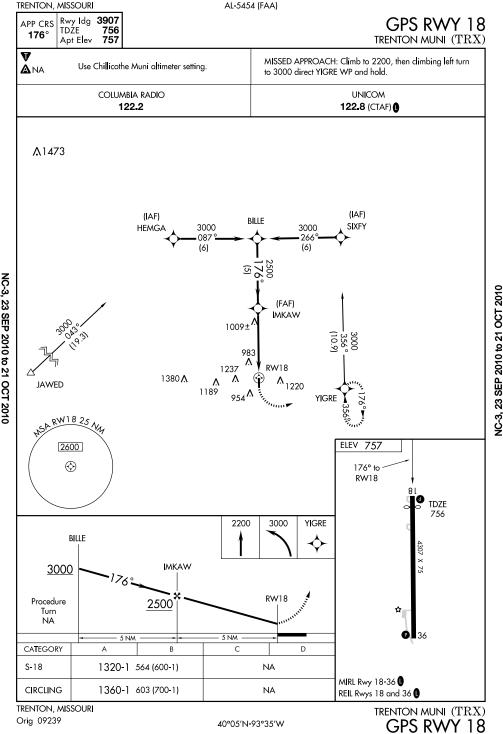
3 N UTC-6(-5DT) N40°32.41′ W93°01.53′

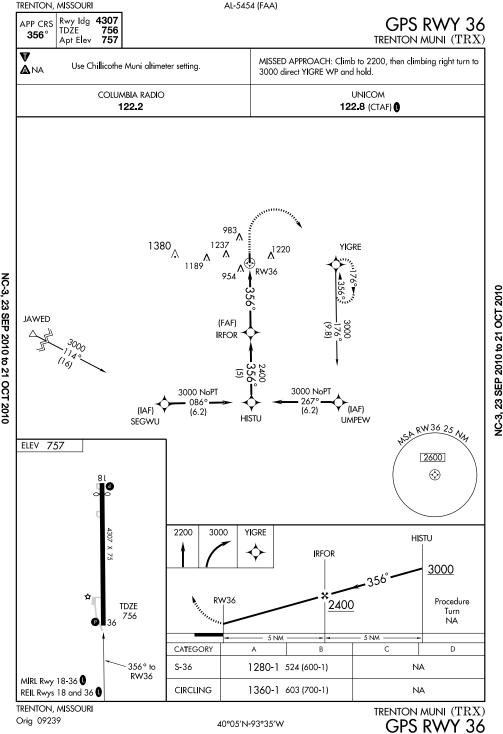
AIRPORT REMARKS: Unattended. Rwy 17-35 width variance 49-50'. Rwy 17-35 large cracks across entire length of rwy. Rotating bcn OTS indef. ACTIVATE LIRL Rwy 17-35 and rotating bcn—CTAF, 3 clicks on and 2 clicks off.

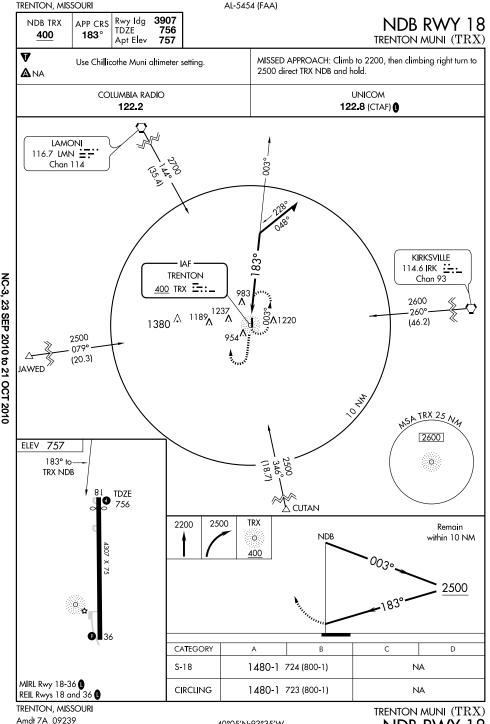
८ ८ ८ ८

C3 C3

€3

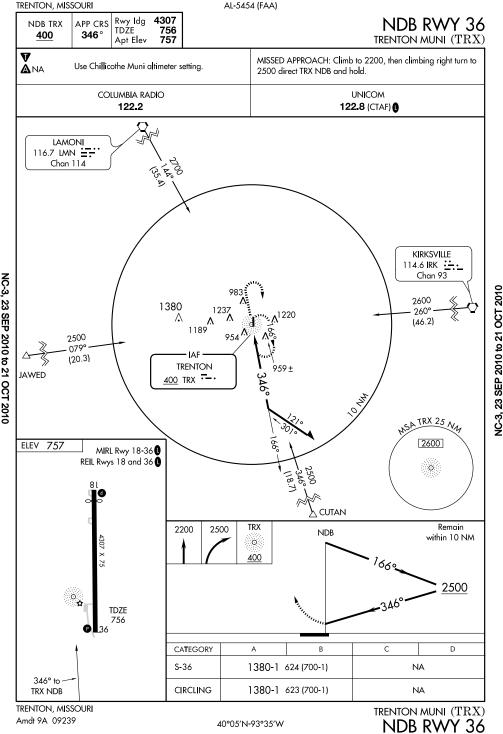






Amdt 7A 09239

NDB RWY 18



(MO5)

RWY 20: Trees.

FUEL 100LL

VAN BUREN BOLLINGER-CRASS MEM

246

NOTAM FILE STL RWY 02-20: H2600X50 (ASPH-RFSC)

COMMUNICATIONS: CTAF 122.9

RWY 07-25: H2805X39 (ASPH)

Igts placed 11-18' from rwy edge. COMMUNICATIONS: CTAF/UNICOM 122.8 HELIPAD H1: H50X50 (CONC) H1: Trees.

RWY 02: Brush.

В S2

RWY 07: Brush.

indef.

VERSAILLES

AIRPORT REMARKS: Unattended, Deer and wildlife on and invof arpt, Night ops not recommended, Rwy 02-20 large cracks with grass and weeds growing in them. Rough surface. Apron in poor condition, loose aggregrate and cracks, NSTD rwy safety area along sides of rwy and byd Rwy 20 end, Large drop-offs, incorrect terrain

1 N

LIRI

gradients, brush and trees, Rwy 02-20 many edge and thid lights broken and missing, Rwy 02-20 LIRL OTS

ROY OTTEN MEM AIRFIELD (3VS) 2 W UTC-6(-5DT) NOTAM FILE COU

LIRL (NSTD)

RWY 25: Road. Rgt tfc.

NOTAM FILE VIH.

Chan 124

RWY 18: REIL. PAPI(P4R)-GA 3.0° TCH 40'. Trees. Rgt tfc. RWY 36: REIL. PAPI(P4L)-GA 3.0° TCH 36'. Tree.

AIRPORT REMARKS: Attended Mon-Fri 1300-0200Z‡, Sat-Sun 1400-0000Z‡. Self svc fuel avbl with credit cards only. Glider operations at arpt. Wildlife on and invof arpt. Calm wind Rwy 36. South 100' of apron and exit ramp located 1250' N of Rwy 36 thId has same payement strength as Rwy 18-36, remainder of apron not full strength. Limited sight distance fm Rwy 13 thld area to

36, Rwy 13, Rwy 31-CTAF. PAPI Rwy 36 on 24 hrs.

WEATHER DATA SOURCES: AWOS-3 119.575 (660) 422-7010.

R WHITEMAN APP CON 127.45 (Opr 24 hrs from Mon 1300Z‡ thru Sat 0500Z‡, Sat-Sun 1400-2300Z‡, clsd holiday) other times ctc

R WHITEMAN DEP CON 125.925 (Opr 24 hrs from Mon 1300Z‡ thru Sat 0500Z‡, Sat-Sun 1400-2300Z‡, clsd holidays) other times ctc

Chan 87

FUEL 100LL, JET A NOTAM FILE COU

S-12.5

Rwy 18 thld and from Rwy 18 thld to Rwy 31 thld area. ACTIVATE MIRL Rwv 13-31 and Rwv 18-36. PAPI Rwv 18. REIL Rwv 18. Rwv

S-21. D-26

AIRPORT REMARKS: Attended 1400-2300Z‡. Crop dusting acft, helicopters and ultralight activity on and invof arpt.

drop off at Rwy 07 end, road at Rwy 25 end. Rwy 07-25 width variance 39-40'. Rwy 07-25 line of sight

HELIPORT REMARKS: Rwy H1 perimeter lgts. Rwy HI +45' trees, 380' NW of final approach and takeoff area, 8:1

0.4% up NW

RWY 31: REIL. Road.

MIRI

N39°05.73′ W94°07.73′

UTC-6(-5DT) N37°00.56' W91°00.41'

N38°25.70′ W92°52.52′

Deer and wildlife on and invof arot, NSTD rwy safety area beyond each rwy end, incorrect terrain grades, large

KANSAS CITY

KANSAS CITY

obstructed by grade change in rwy. Rwy 07-25 NSTD LIRL, thid lgts green and spaced incorrectly, thid and edge

KANSAS CITY

H-5D, L-16G

KANSAS CITY

03 C3

134° 24.1 NM to fld. 878/7E

L-27A

3

C3 €3

a

3 3

IAP

236° 3.4 NM to Rolla National. 1110/6E.

approach slope, +52' trees, 155' SE of final approach and takeoff area, 2:1 approach slope. VICHY N38°09.25' W91°42.41'

RWY 18-36: H4206X75 (ASPH)

RWY 13-31: H2801X60 (ASPH)

RWY 13: REIL. Trees. Rgt tfc.

COMMUNICATIONS: CTAF/UNICOM 123.0

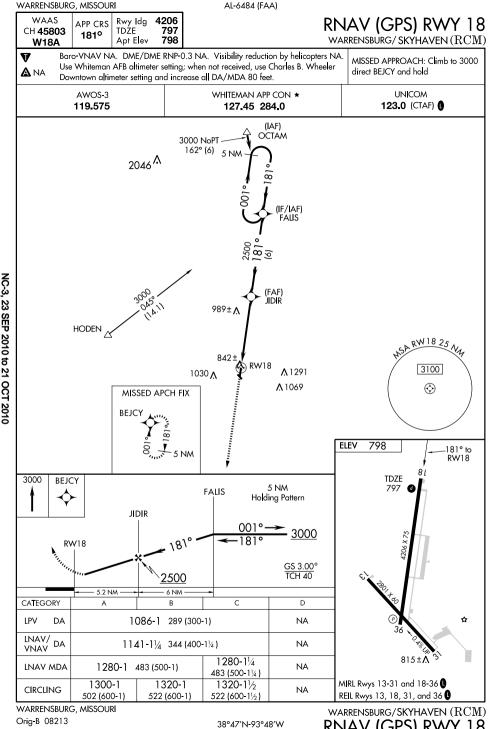
KANSAS CITY CENTER APP/DEP CON 135.575

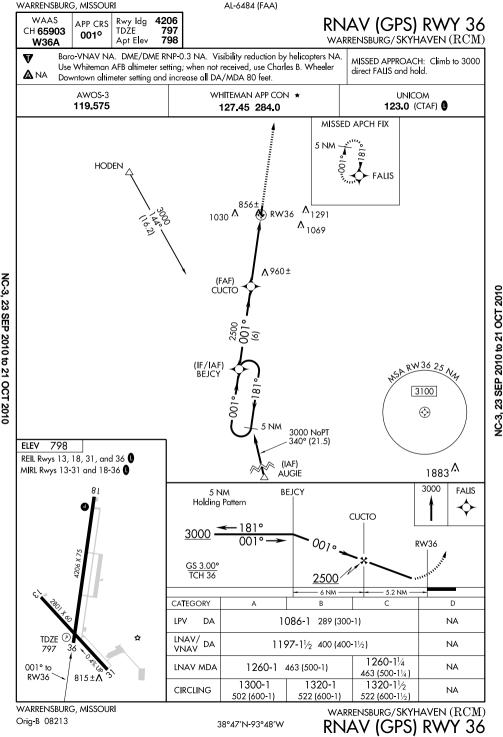
KANSAS CITY CENTER APP/DEP CON 135.575 RADIO AIDS TO NAVIGATION: NOTAM FILE COU. NAPOLEON (L) VORTACW 114.0 ANX

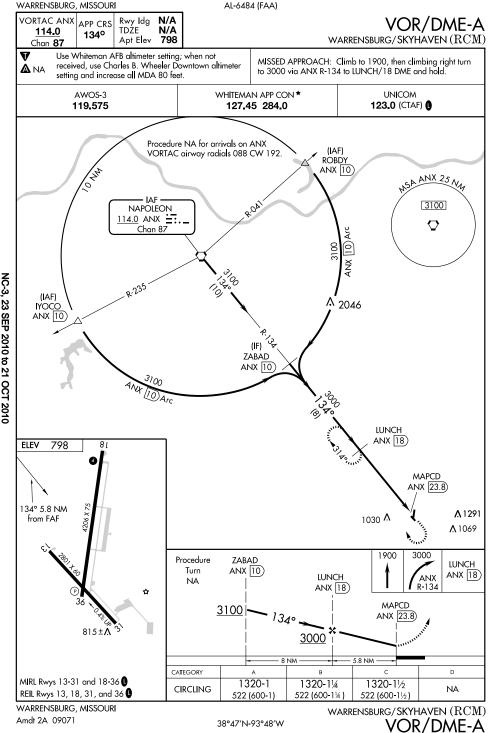
(L) VOR/DME 117.7 VIH RCO 122.1R 117.7 T (COLUMBIA RADIO) RCO 122.35 (COLUMBIA RADIO)

WARRENSBURG

SKYHAVEN (RCM) 3 NW UTC-6(-5DT) N38°47.05′ W93°48.17′ S2







KANSAS CITY

KANSAS CITY

L-27A

ST LOUIS

H-5D. L-27B

WARSAW HARRY S TRUMAN DAM AND RESERVOIR SPB (75U) 1E UTC-6(-5DT)

706 NOTAM FILE COU WATERWAY ALL WAY: 15000X4000 (WATER)

WARSAW MUNI

SEAPLANE REMARKS: Unattended. Waterway All Way trees and high ground all quadrants. Waterway ALL WAY Idgs

N38°13.00′ W93°25.01′

allowed any direction in designated areas only. Seaplane base is located under the Truman C MOA base 500'

AGL. Contact WHITEMAN APP on freq 127.45. Debris on and in vicinity of lake during floodings. No buoys showing Idg area. Remain 1000' clear of dam or any bridge. Call for ice conditions in winter months.

COMMUNICATIONS: CTAF 122 9

(RAW) 6 N UTC(-5DT) N38°20.81' W93°20.73'

936 B FUEL 100LL NOTAM FILE COU RWY 18-36: H3300X60 (CONC)

D-12.5 MIRL AIRPORT REMARKS: Unattended, Fuel avbl 24 hr self serve, Wildlife on and invof arpt, Pavement edge drop-offs along

the north edge of the twy serving the apron exceed 6" in various locations. ACTIVATE MIRL Rwy 18-36-CTAF.

WEATHER DATA SOURCES: AWOS-3 118.325 (660) 547-3761.

COMMUNICATIONS: CTAF 122 9 RADIO AIDS TO NAVIGATION: NOTAM FILE COU. SUNSHINE (L) VORW/DME 108.4 SHY Chan 21 N38°02 44' W92°36 15' 293° 39.7 NM to fld. 910/5E. WASHINGTON CO

(See POTOSI) WASHINGTON RGNL (FYG) (KFYG) 3 N UTC-6(-5DT) N38°35.26′ W90°59.63′

488 B S2 FUEL 100LL NOTAM FILE STL RWY 15-33: H5001X75 (CONC) S-30 MIRL

RWY 15: REIL. PAPI(P4L)-GA 3.0° TCH 42'. Trees. Rgt tfc. RWY 33: REIL, PAPI(P4L)—GA 3.0° TCH 40'. Tree. AIRPORT REMARKS: Attended Nov-Mar 1400-2300Z‡, Apr-Oct

1400-0000Z‡. Wildlife on and invof of arpt. Power plant maintenance on limited basis, MIRL Rwy 15-33 preset on medium intensity dusk to 0600Z‡, to increase intensity and ACTIVATE

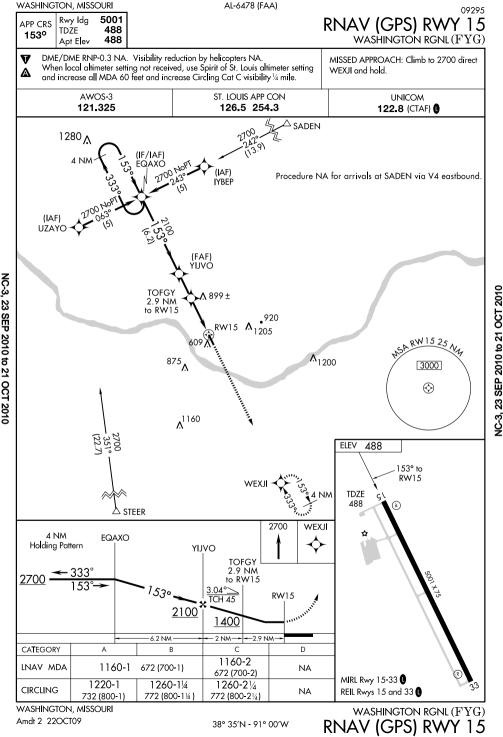
MIRL Rwy 15-33 and REIL Rwy 15 and Rwy 33-CTAF. PAPI Rwy

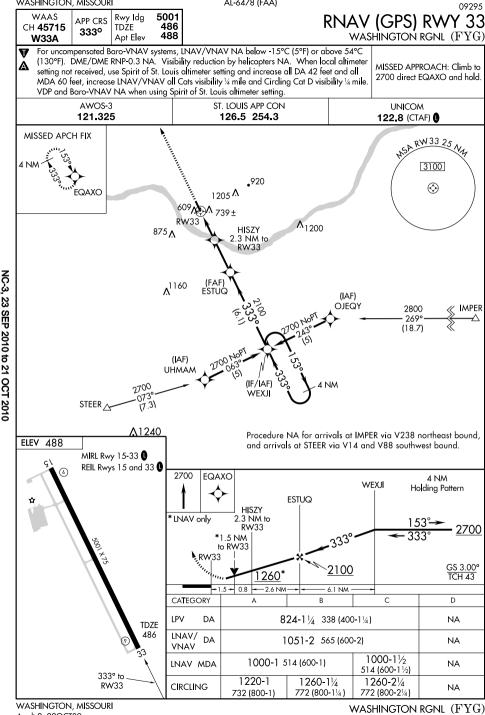
IAP

15 and Rwy 33 on 24 hrs. WEATHER DATA SOURCES: AWOS-3 121.325 (636) 433-5914. COMMUNICATIONS: CTAF/UNICOM 122 8 (R) ST LINIUS APP/DEP CON 126.5

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

FORISTELL (L) VORTACW 110.8 FTZ Chan 45 N38°41.66' W90°58.27' 184° 6.5 NM to fld. 818/5E.



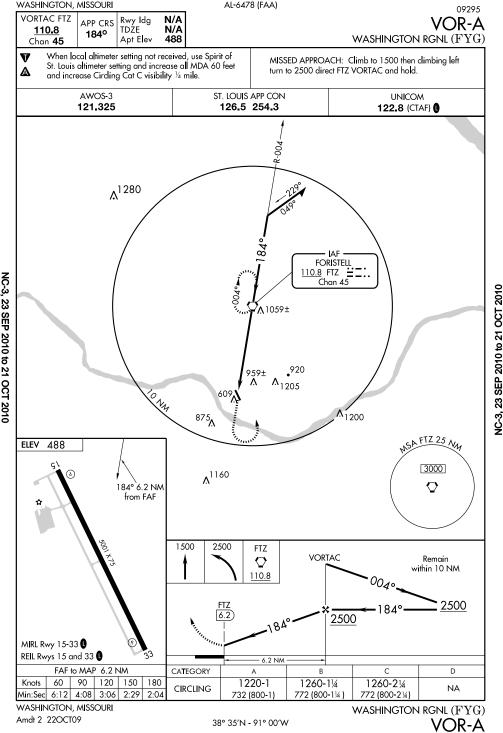


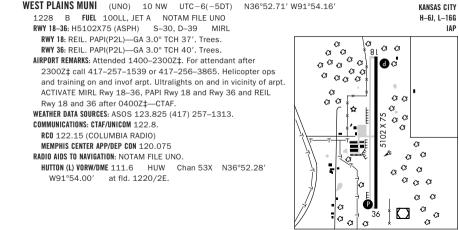
AL-6478 (FAA)

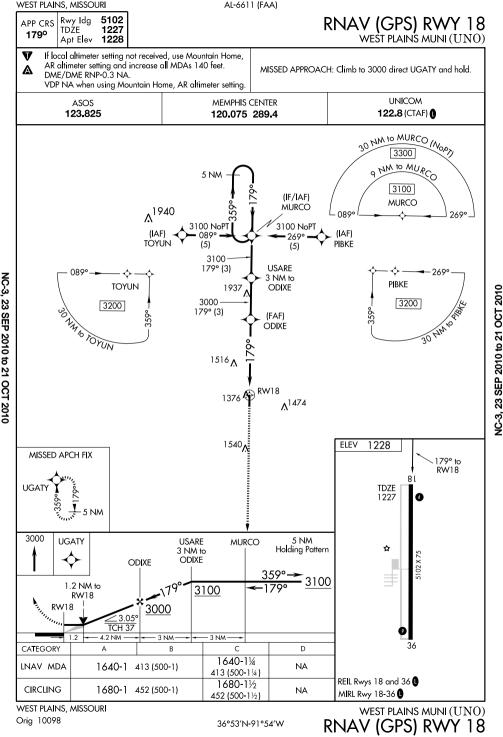
Amdt 2 22OCT09

WASHINGTON, MISSOURI

RNAV (GPS) RWY 33 38° 35′N - 91° 00′W







WEST PLAINS, MISSOURI AL-6611 (FAA) WAAS 5102 Rwy Ida RNAV (GPS) RWY 36 APP CRS CH 40202 1228 TDŻE 359° WEST PLAINS MUNI (UNO) 1228 Apt Elev W36A Baro-VNAV NA when using Mountain Home, AR altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or Δ MISSED APPROACH: Climb to 3100 above 54°C (130°F). DME/DME RNP -0.3 NA. direct MURCO and hold. If local altimeter setting not received, use Mountain Home, AR altimeter setting and increase all DAs/MDAs 140 feet. Visibility reduction by helicopters NA. UNICOM MEMPHIS CENTER **ASOS** 123,825 120.075 289.4 122.8 (CTAF) (<u>⊼</u> ₁₇₀₅ MISSED APCH FIX 5 NM 1516 MURCO 1376 Λ 1474 RW36 30 Lun to VISYU 30 Nm to Och SOCYO 2.6 NM to 1540 RW36 3100 3300 (FAF) VISYU CODYB **OGEKE** 0899 269° 2900 359 (6) 3000 NoPT 269° (5) (IAF) 3000 NoPT (IAF) VISYL ÖGEKE (5)089°-<-269° (IF/IAF) **UGATY** UGATY ELEV 1228 MIRL Rwy 18-36 (3000 REIL Rwys 18 and 36 1 NM to UGATY (NOP 3100 MURCO 5 NM **UGATY** Holding Pattern CODYB **SOCYO** 2.6 NM to 3000 * LNAV only RW36 ☆ 5102 X 75 RW36 GS 3.00° 2900 *2100 TCH 40 6 NM 2.5 NM -2.6 NM CATEGORY D

WEST PLAINS, MISSOURI Orig-A 10098

DΑ

DA

1478-1

1529-1

1580-1

1680-1 452 (500-1)

250 (300-1)

301 (400-1)

352 (400-1)

LPV

LNAV/

VNAV LNAV MDA

CIRCLING

NC-3, 23 SEP 2010 to 21 OCT 2010

WEST PLAINS MUNI (UNO) RNAV (GPS) RWY 36

TDZE 1228

359° to

RW36

36

NA

NA

NA

NA

1680-11/2

452 (500-11/2)

